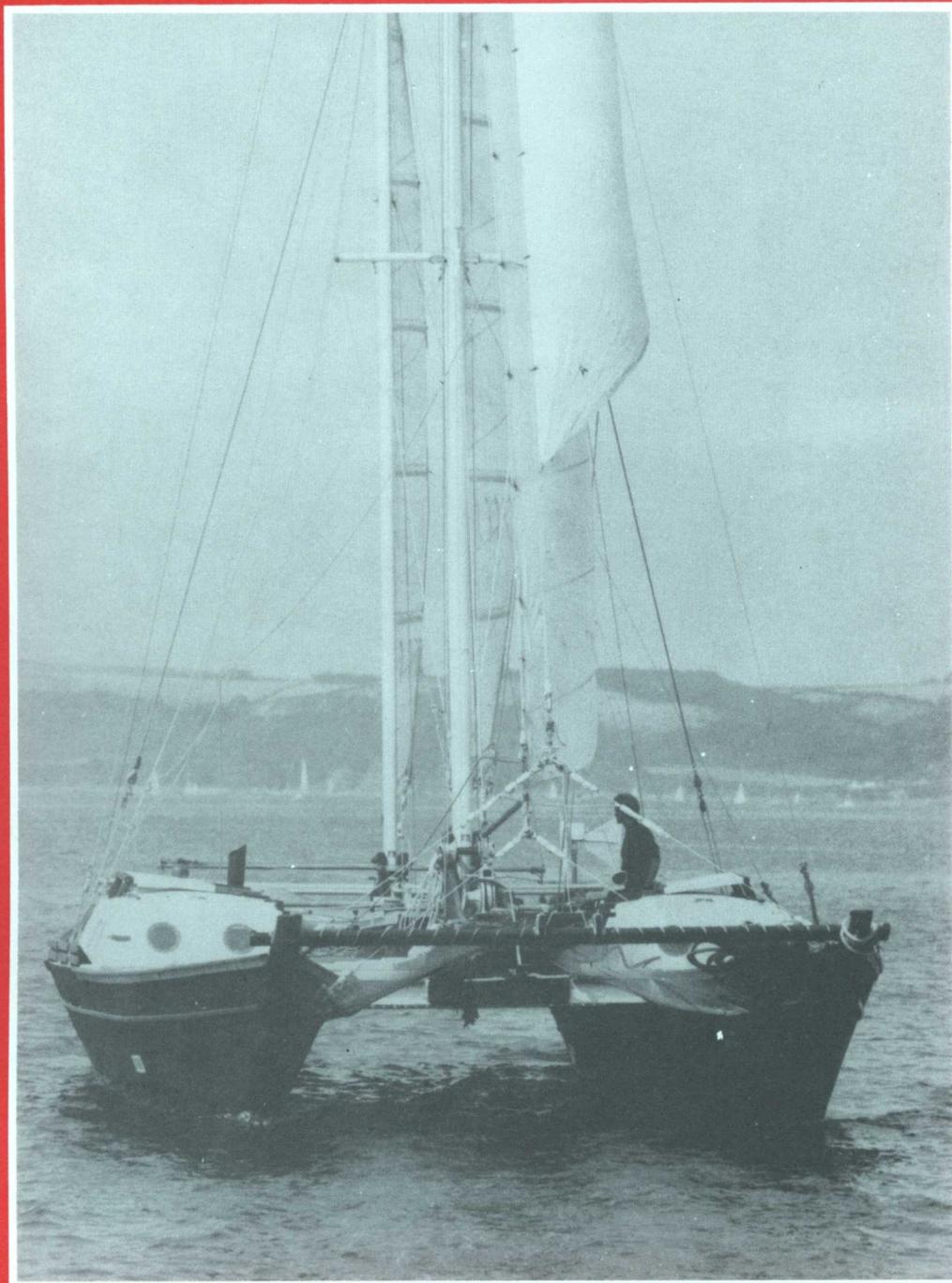


# SeaPeople



**The Journal of the  
Polynesian Catamaran  
Association**

Number 14

December 1990

# Jim's Column

## Links in a Chain

I was recently called a "tyrant" by a member of my outfit when, after reading of the collapse of the criminal charges against various people connected with the "Herald of Free Enterprise" disaster, I commented that the attitudes that led to this disaster existed within our own group.

For the non Europeans in the PCA, in 1988 a "roll on, roll off" ferry left Zeebrugge on a quiet night with the bow door wide open. Within a short distance from the harbour, the bow wave from the hull flooded through the open door over the car decks and set up a capsize that drowned many people.

The official enquiry established that the accident arose out of a chain of foreseeable events. At every link in the chain of events, there were persons in an executive position not executing their authority to see that people had done their job.

I was called a "tyrant" because I said our workshop, that at that time was inefficiently swept, with sharp edged tools left lying around in dangerous positions, power cables left in trip inducing coils etc., had all the human lack elements that led to the "Herald of Free Enterprise" disaster and indeed many other disasters and accidents that happen.

Building a boat, either for sale or for yourself is a potential disaster area. I mean a physical one - not the financial one, that we all know and have endured.

In the past, during one year, 3 Polynesian catamaran builders suffocated and died in two unrelated incidents by climbing into their part built hulls on a cold winter's night and turning their paraffin or coal fired heating stoves up high and closing all the hatches!!!

There was also the builder of a part-built Oro that dropped through a floor, again killing someone. How many people have become allergic to resorcinol glue (as I am) or epoxy by not wearing protective gloves or clothing? Then there is the fire hazard, so on and so on.

Safety attitudes begin with the sweeping brush or a vacuum cleaner cleaning up after each work session. "Cleaning up" is a time to plan the next building steps. It initiates a reflective frame of mind that locates each item and stores it into a larger framework.

However, I have found that the younger generation - and in this, I feel like the old man of the sea - not only does not know how to use a sweeping brush, but

they regard it as an insult to their intellectual integrity to be asked to use one!!! Good workshop practice, in general, has the same attitudes as good seamanship.

After the boat is built, it has to sail the seas. Over the last 10 - 15 years, the concept has grown up that the big daddy state, allied with High Tech. like VHF radio, offshore radios, sat. nav., Decca, GPS navigation systems, liferafts, helicopters etc. will nullify any carelessness, otherwise known as bad seamanship. Concern over the modern sailor was expressed in a recent "Wooden Boat" editorial in these words:

"There's a new kind of sailor out there, with a different set of standards from those of his or her predecessors. I wonder what has happened to the traditional sailors - both power and sail - who knew the navigational rules (rules of the road), who were skilled, prudent seamen and courteous human beings. Careful and considerate about where and how they anchored, calm and deliberate in close quarters manoeuvring, smart enough to keep their piloting and navigational skills sharp for the moments when the electronics failed, and sensitive enough to cut out common vulnerabilities to always wave to one another. I'm afraid these sailors have become the minority. The manufacturers and marketers did their jobs so well that boating has become a mass-market sport. But for me, boating is more art and science than sport."

We in the PCA have always regarded ourselves as being outside the mass market movement, so let us pay particular attention to prudent seamanship, which, in my case, starts with a clean workshop floor.

The PCA commonsense ideas of seamanship and catamaran design which are held by many of us need more propagating.

In a recent multihull magazine, I saw a new High Tech. multihull being launched, which showed high aspect ratio spade rudders sticking down two or three times the draft of the hull. God knows what will happen, if the boat goes aground at speed or snags one of the fishing/lobster pots that line the coastal areas of Europe and America.

Also in the same magazine, there was another new, described as "go anywhere, four year design research", 40 foot catamaran. It had a deck cabin which was so high that, when steering, you could see over the cabin only by standing on a box behind the wheel.

This design mistake was first made in some catamaran designs as long ago as 1959!!

In addition to an ancient design mistake, this "go anywhere" catamaran had the more recent error of large patio doors on either side of the wheel leading into the high deck house, which would make it illegal in European waters as a charter ship. The commonsense of the PCA certainly does need propagating more.

## Good News

Finally, some items of good news: Peit Vieggers, no doubt thinking that he had ruined our friendship by losing his Pahi 63, has been out of touch. The Fastnet disaster showed how crew not used to the seas can panic in high storm conditions. We sympathised with him. However, he has conveyed through our mutual friend, Henk de Velde, that his next boat will have to be another Pahi 63!!

Other news: Andy Smith, building for 'Wharram Built' in Devoran, has got the first order of our new Tiki 36 design.

This design for professional builders only, is as different from other 30-40 foot commercial catamarans on the market as the original Tiki 21 and 26 were from the other trailer/sailer catamarans in the early to mid 1980s. Let's hope that it will be as successful.

Designing this new commercial catamaran does not mean that we have gone totally commercial, as some of my closest friends like Ole Bentzon of Denmark fear.

## Dream Boat

The 63 foot GAIA is incredibly beautiful and I am going to work that beauty into a 37 - 38 foot Pahi, using the simple stitch and glue technique as developed in the Tikis. But, readers, give me time. This is going to be one of the main designs in my life. I need time to dream and plan my way into her. It will represent not just the boat design, but what I perceive as the philosophy that will come into the Eco-conscious nineties.



# Contents

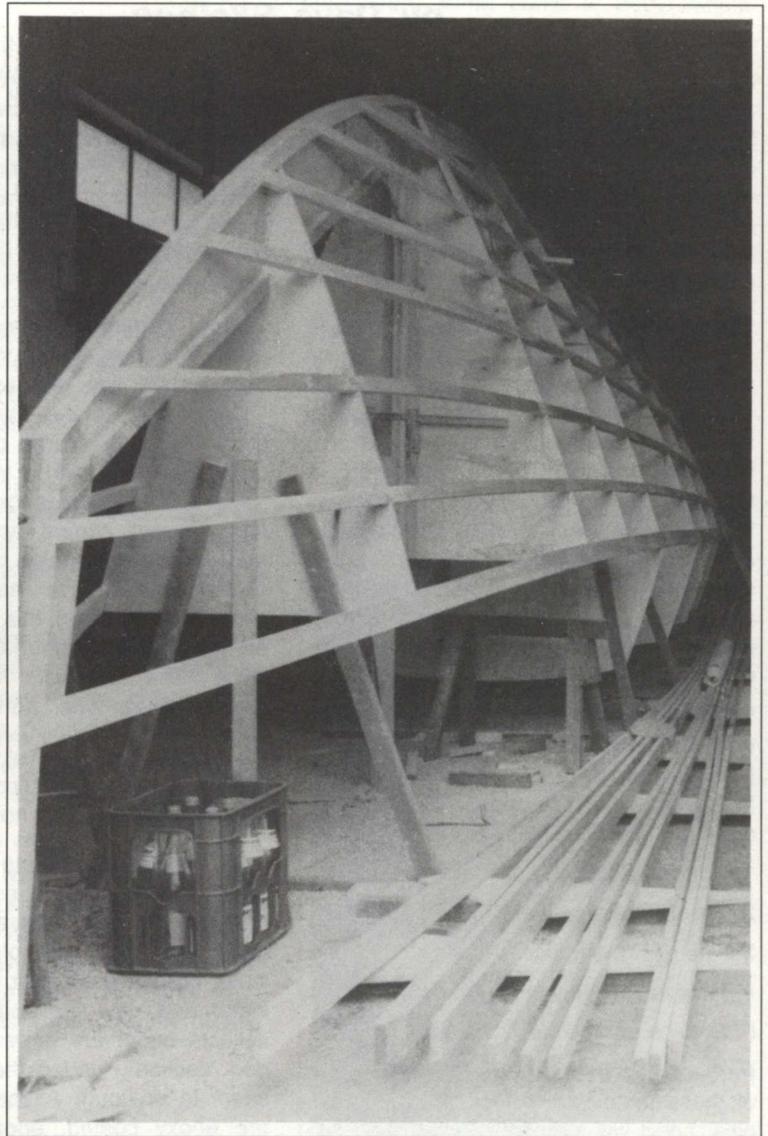


## *Building*

Building to Last.....	4
Editor's Notes.....	5
Pahi 42 CATANOA - Building Experiences .....	6
Building Tips - Pahi 42.....	8
Half a Dream - Starting an Oro .....	10
Catamaran Challenge for Cancer Relief .....	12
Building Oro ALIAS .....	13
Book Reviews.....	14
Transatlantic Tiki 26.....	14
SILENT ANNIE - Finishing a Tangaroa .....	15

## *Cruising*

Yugoslavian International Meeting .....	16
UK Summer Meeting .....	18
CATHARSIS in Scilly - Cruising a Pahi 26 .....	19
Member to Member.....	20
News From Sea People.....	21



*Pahi 42 CATANOA hull ready for planking - see page 6.*

## Special Building Edition

Cover Picture: Engine-less Tehini YIN YANG under way in Plymouth Harbour.

Many thanks for all your contributions. We couldn't cram all the building material into one edition so many articles will find their way into future editions. Keep it coming in!

The Sea People is edited by Dave Skelhon with help from Jill Brown and Steve Turner.

Published by The Polynesian Catamaran Association, Editorial and Secretarial Address:  
Foss Quay, Millbrook, Torpoint, Plymouth PL10 1EN, England.

Printed by DTP (UK) Ltd., 25 Liddel Road, West Hampstead, London NW6 3EW.

Chairman: Steve Turner

Hon. Secretary: Sandy Turner

Treasurer: Mike Wynn

Cruising Secretary: Tim Forrester

Racing Secretary: Dave Hender

# Building to Last

by Dave Skelhon

As promised, this is a building edition. As building is something I have had the benefit of some professional experience on, I thought I would throw in a few words of my own and look at the lessons learnt in building and refitting several plywood Wharrams over the last few years.

I have always felt that if one is going to spend a large proportion of one's life on a monumental building project then the end result should be durable enough to serve the builder for the rest of his own hopefully long life. This, unfortunately, is rarely the case, as many of us at Foss have seen boats 5 to 10 years old reduced to heaps of crumbling fungi - a sad state indeed. And in a world where there is a large cost to pay in the use of scarce materials, it hardly seems "green" either.

So what can the builder about to embark on the project of a lifetime do to ensure that fruits of his labours are long lasting? Well, the life of a plywood boat basically depends upon the following factors.

1. The quality of the building materials.
2. The builders skill and patience.
3. The designers skill.
4. Regular maintenance during service.
5. Service conditions.

Perhaps the best way to illustrate some of these factors is to look at real examples, and I will start with SUILVEN II, the Tiki 26 that Jill and I started building in 1985.

## Tiki 26

We purchased all the plywood for SUILVEN in one lot, at a highly discounted price direct from an importer. It is a Meranti, stamped BS 1088, but with no "kite mark". It doesn't cost much to make a rubber stamp and any buyer should take care that he is actually getting a plywood that meets the specifications. In particular check for voids in the internal veneers - these can have a serious weakening effect, especially in 3 ply. They make excellent conduits for water too!

There were few building problems with this ply, although subsequent service has shown that diligent and frequent checks of any surfaces and edges prone to damage are necessary, as it is highly absorbent. For example, the edge of a washboard became damaged, water got

in, expanded the laminate, cracked the surrounding epoxy, allowing more water to get in, allowing more expansion and cracking etc.. After a year of neglect and constant exposure to rain water, one of the outer laminates on the bottom half of the washboard turned black and started to delaminate.

During construction we followed the plans and used softwood gunwhales and deck centre line trim as recommended. Unfortunately, these have been a constant source of trouble despite using top quality red pine with a very low moisture content. The plans show that the sheathing is not carried around the under edge of the gunwhales which are merely epoxy coated. We have experienced serious splitting on this face, especially on the inboard sides. Opening up and filling these splits with "Sikaflex", a flexible polyurethane adhesive/sealant is becoming an annual event - particularly important as the gunwhales carry the lashing pads which of course are vital structurally.

It is interesting to note that in this instance the cracks do not originate from damage (they are worse on the inboard gunwhales) but probably originate from water collecting on their undersides (rain-water and dew runs off the decks and collects under the gunwhales - the shaded sections under the cockpit never seem to dry out). Although the surfaces are epoxy coated, epoxy is not totally impervious to water and some, over the years, will diffuse through the coating into the very dry timber causing it to expand. The coating in the unshathed areas is unable to withstand the stresses

and so cracks, allowing more water to get in and the problem get out of hand.

Only major work can put this right at this stage but I would recommend that builders finish the gunwhales in the way shown AND use hardwood rather than softwood as these parts of the boat are always the first to get damaged when going alongside. There has been absolutely no problem at all with the softwood used inside the boat.

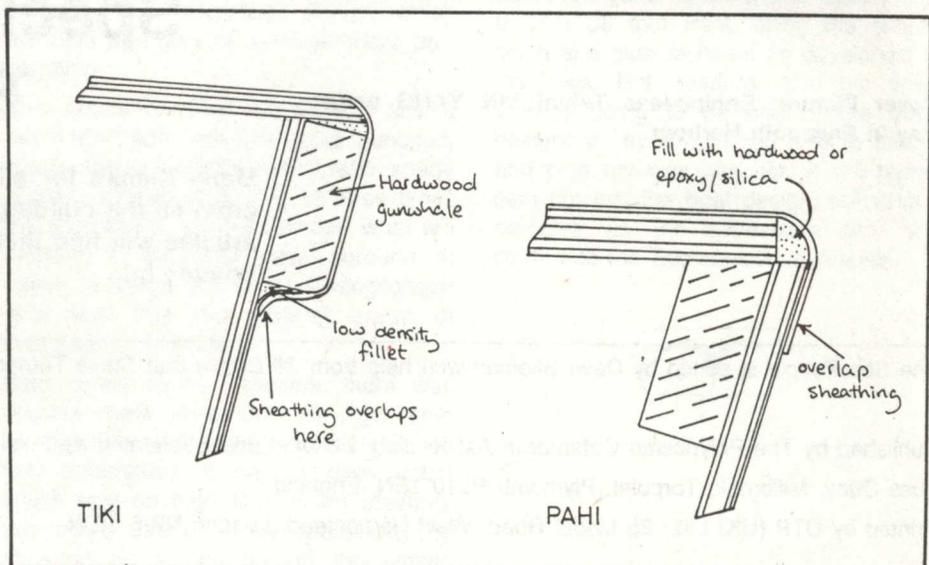
The triangular centre-line strips have suffered a similar fate and split along their top edges where the sheathing meets but does not overlap. I have recently reduced these to half round section and sheathed them over to eliminate the problem.

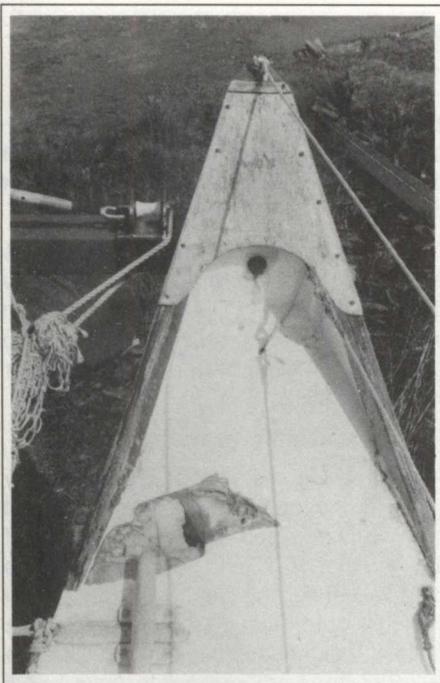
Finally, I should add that every exterior surface of the boat liable to be walked on or have things dropped on it should be sheathed in the building process. I have had to do this retrospectively to beam tops, and eventually would like to sheath hatches, cockpit floors and side seats. Doing it at the building stage would have spared me a lot of maintenance.

On the very positive side, the simplistic nature of the Tiki means there are few if any water traps. For instance there are no bulwarks, where water can percolate down the overlap between the topsides and make its way in through the fastenings. The absence of deck fittings such as cleats which are often also a source of leaks have been eliminated through "appropriate technology".

## Pahi 31

A Pahi 31 I recently refitted had been constructed using a similar plywood to SUILVEN and appeared at first sight well built, closely following the plans. She had been finished some five years ago and we were therefore somewhat surpr-





*A hefty kick was all that was needed to make this hole in this rotten Pahi 31 deck!*

ised to find extensive rot in the fore-decks. One was so bad that it was possible to kick a hole through it then proceed to tear it off with bare hands!

The cause of the trouble soon became clear from examination of the wet areas. Firstly, the sheathing cloth had not been taken over the deck edges onto the hull sides - it actually met along the edge which is very prone to damage in normal service (they were also sharp and un-radiused) but did not overlap. Thus water was soon able to find its way into the end grain and wick its way right into the sheath. After redecking the sheathing was taken over the edges and a layer of glass tape added for extra protection. The CATANOA builders used another method (page 6).

Insufficient sealing compound had been used on the deck fittings too, allowing water to get in through screws and bolts. Always be generous with sealants, and with modern silicone rubber or polyurethane types allow it to cure whilst nuts/screws etc. securing a fitting are just finger tight. Tightening after curing puts the "gasket" into compression and helps prevent leakage under load.

The beams had been epoxy coated and then painted but not sheathed. Damage had occurred along the tops of the beams especially where the lashings had crushed the wood. Probing with a chisel revealed that large areas of the coating could be easily lifted and that the timber beneath was saturated. **Not only is epoxy good at keeping water out it is also very efficient at keeping it in!** In the end each of the five beams had to be removed and stripped completely. Small teak inserts were grafted into the

beams to prevent further lashing damage but there was then the problem of what to do with five very wet beams that would take months to dry out. In the summer heat they were already doing so and showing alarming signs of delamination and warping.

The owner suggested the use of Burgess "Woodseal" which if the sales blurb is to be believed must be the answer to every wooden boatowners prayers. We duly applied this water soluble sealer with a rag, which rapidly produced a very pleasing finish. It also, I feel, slowed down the loss of water and perhaps has helped prevent too much warping and delamination. For extra strength each beam was given eight 12mm. bolts to help tie the laminations together, and as the owner only wanted to take the boat through the French canals to retire to the Spanish Med. then we felt that this was an acceptable solution on what is a very "over beamed" boat anyway. Ideally, the beams should have been sheathed at the building stage.

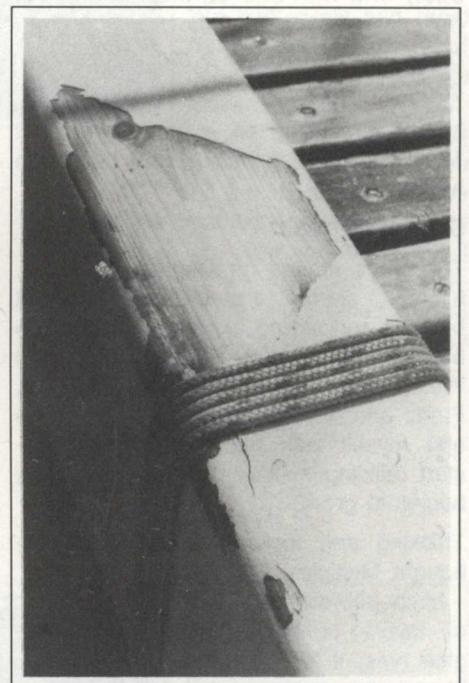
The use of Burgess Woodseal is an interesting concept as it is the antithesis of epoxy treatment - and considerably cheaper too. The coating is said to be micro-porous, allowing the wood to breathe. It also contains U.V. filters that prevent degradation of the surface layers and subsequent lifting of the coating. Could it find use as a treatment for, say, crossbeams, decking, hatch coamings etc. on Classic Wharrams? It certainly gives an attractive, non slip finish. If anyone out there has had long term experience of this product then please let us know.

### Quality Classic

MANNINI PAHI is Chris Dunn's well built Oro which was built about 20 years ago and has just undergone an extensive refit. I spent several months on this project, building a centre cockpit and converting an aft locker to a cabin and

never in this time did I find any real evidence of rot in the main structure. She had been built to a high standard using quality materials. She is cascover sheathed - and that includes the decks, cabin tops and beams. Even though there were some areas of delamination of the nylon from the plywood on the hulls (a mahogany marine ply) there was no rot, even though the outer laminate was damp. She is a credit to her builder and if well maintained should be good for another 20 years.

MANNINI PAHI is in striking contrast with some other Classic Wharrams I've seen, where combinations of poor paint jobs, poor materials, water traps, inadequate ventilation, and lapses in maintenance procedures have made them millstones around their owners necks. Enough said?



*Although epoxy coated, water found its way through damaged areas - in this case caused by a lashing - and totally saturated the beam,*

## Editor's Notes

### Sea People 1991

We have now caught up with the missing issue and next year we will be back to two editions, the first hopefully in May and the second at the end of the year. In the first we will concentrate on cruising with possibly a section on deck layout, as we appreciate that many of you building far from the sea and boating folk need practical advice on such things as cockpits and helming positions (especially on the classics), rigs, mooring cleats, anchors etc. Of course, the best solution is to look at and sail other boats and the meetings are particularly valuable in this respect. Those of you who have been through all this before please start writing!

Besides the usual stuff, we shall also be running a series on anchoring and mooring, and if you have read any good sailing books then let us know.

Finally, may I thank you for your kind comments about the magazine and wish you all fair winds and bright skies for 1991.

# Catanoa

## Experiences in building a Captain Cook

By Rolf Holtgen

*All at Foss Quay were very impressed by German built CATANOA when she called in this summer en route to the Canaries. Rolf describes some of the problems of building/sailing partnerships which, unfortunately, frequently run into difficulties. Many partnerships sadly end with one partner buying out the rest but hopefully the Catanoa builders have found a more palatable compromise.*

Now I am sitting on a chair in August 1990 and thinking back. What has been happening?

### September 1983

The plans arrived for Captain Cook No. 61 and I started to study them. My boat building and sailing experiences are zero but my dreams and wishes rate at 100! We - that is Felix and his wife Angelika, Franz and his wife Marlo and 3 children and myself with my girlfriend Nicola - start building in May 1984. A real thing begins to grow!

Thinking and looking around a lot we bought Multiplex AW 100 - birch plywood with lots of layers of wood and glue (yes, it is a little bit heavy). As usual, we start with the keel. As boats stand/fly/float on it it is the real backbone of the boat and we made ours really strong - again adding weight to the boat.

Later in the year our "thing" looks peculiar with bulkheads and stringers - like an unfinished artificial object. Immediately we started the hull planking but stupidly we didn't coat the plywood with epoxy first. This made the work harder as did using brass screws with their soft heads.

After finishing the hull planking we had a good look at an old plywood motor boat. Refitting and

repairing this would have meant a lot of hard work - rot had destroyed the plywood up to 10cm below the deck. So for our boat we machined a slot half way through the plywood (one assumes at the hull deck joint and done with a router - ed.) and saturated it thoroughly, finally smoothing it off with filler. Then we saturated the hull and covered it with glass. It took 2 days and 2 nights, working wet on wet with only 4 hours rest.

Double the sheer stringers and you learn the next lesson: when you build a catamaran you have two boats each with two sides. We never forgot this after fibreglassing both sides of the keel in both hulls twice - with a lot of corners and all the time working under your feet!

### So now we come to the third year of building.

If you work together with friends, they are also owners of the new boat with their own opinions and ideas. After really long discussions, we decide to build exactly according to the plans. You also learn that people work differently - some like it precise, others are not so

accurate. That is life and makes it fascinating. So everybody built his part of the boat and you will find their different characters incorporated into our Pahi.

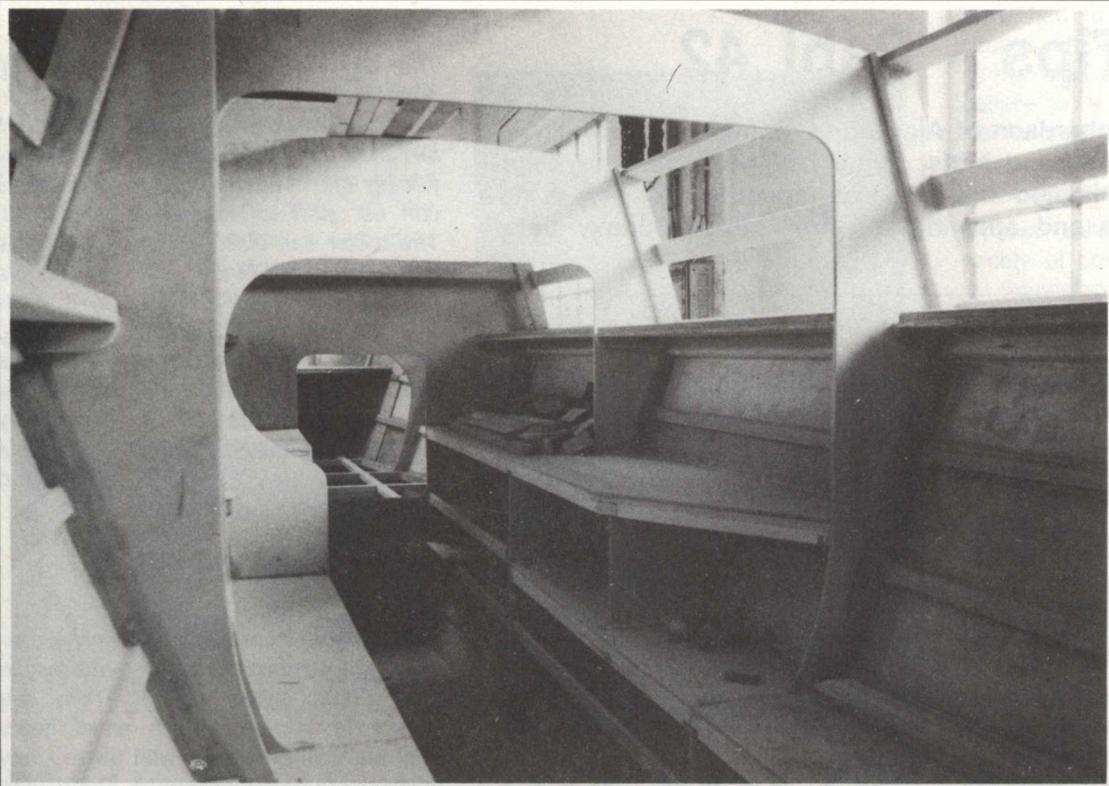
One long summer's building later, we learnt that making the furniture, galley and chartboards takes up more than 30% of the building time of a Pahi 42 so bear this in mind when designing your interior.

### The fifth building year.

After finishing the interior we have only to build the cabin top, hatches, cockpit and command pod. We took the rest of the summer to finish the boat, build the dorade vents, the aft and front beam troughs and finish the beams. The beams took a long time and I like the new design. I am sad not to have heard of this new idea from JWD. Building a boat the size of CATANOA is not like buying a car - you invest life, brain and blood, too. You learn to love your creation. So it's hard when you don't hear of new ideas in time to perfect your own boat. You need the help and advice from everyone with experience. My personal feeling is that JWD is the central point for polycats, with knowledge of building problems and new ideas and a centre of communication (sorry JWD that we didn't discuss this but we were preoccupied with another problem at the time and I hope to speak to one of you in the future about general ideas).

When you are building you have eyes only for your growing boat with no time and energy to look around - especially if





*Fitting out the interiors can involve about one third of the total building time.*

you build far from the sea, away from good boats and sailing folk. Now that we have finished our Pahi I can find the time and silence to write and think. JWD has to be a good father to his growing children. Later when they can walk (sail) it's not so much important. JWD has many children who are learning to walk and more than 5000 sailing children - maybe that is the price for such great living work!

#### **The sixth building year**

In May, the temperature was warm enough for the epoxy. Now there are only two of us - Felix and Rolf - to complete our great dream. There are several hatches, the cockpit and the command pod that need finishing and it takes 4 months with all the priming and painting. My personal way ended up painting it all yellow - my clothes, my car, doors....only my girlfriend Nicola escaped! It's infectious! It started with the Caliph of Baghdad, Al Mu'tassin, who ruled from 833-842 and also painted everything in yellow.

So in September 1989 we finished, launched and were happy. But there was more work waiting. The sails and rigging arrived, the front wishbone can't work (as with all

Captain Cooks!) - the sail and boom are too long. We needed 5 weeks to check and finish then we went to the Netherlands down the River Rhine. Then we learnt that force 7+ on the nose is too much for a 10hp Yamaha 4 stroke. Then early winter came followed by the gales in January and February.

You and me have to learn never ending.

#### **Post-building time (from May 1990)**

Felix arrives with his new girlfriend

Teresa and we start sailing. It not only means learning about how to handle the boat but also how to live together under new conditions - less time, less space, less freedom, fewer possibilities. Over the 6 years we found that people work differently but one theme is constant - the boat. But a lot of other themes are lost. We look around when somebody speaks certain things and like an old married couple we have a lot of trouble over nothing and it's impossible to do something you like.

We had lovely and great help from Ruth and James and decided to leave our boat in Falmouth. Felix and Teresa are sailing it now, maybe for 2-6 months. Then we

take over the boat for the same amount of time and so on. Now you know why I am sitting on a chair, very sad but looking hopefully into the future when we get back our boat in good condition and try to live our dream.

Life is hard.



*Catanoa in Cellar Bay at the mouth of the Yealm, Devon, with most of the Millbrook crowd aboard!*

# Building Tips - Pahi 42

Many thanks to Pete Richardson of Alexandria, Scotland for sending us the following building tips and hints. Pete has been building single-handed for 4 years in a heated and insulated industrial unit. He is now screwing on gunwhales and applying the final hi-build epoxy before painting.

## Scarfig Triangular Section

After consultation with JWD, Pete decided to use triangular section stringers through the boat rather than 2x1" rectangular section. He adds that speed of preparation, no traps for damp or dirt and a pleasing aesthetic appearance were all plus points.

Preparing the scarfs for these stringers required a special box jig used in conjunction with a radial arm saw.

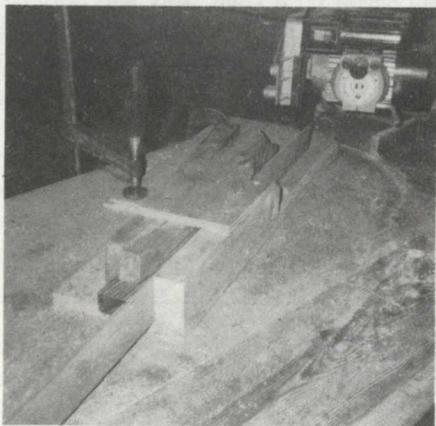
The stringer to be scarfed is wedged against the right hand vertical face of the box using a scrap piece of triangular section and two wedges. After the cut has been made the length is removed and the other length positioned in the box with its hypotenuse wedged this time against the left hand vertical face.



## Gluing

Firstly any slight adjustments and final fitting of the scarfs were made with a plane. Two cut-off brass pins were then inserted into the mating faces to stop the joint from sliding about under pressure. The stringers were assembled on a series of these jigs laid across the floor. Bungy pulled tight and secured to brass hooks provided adequate pressure, with the help of wedges on the apex of the triangle. Obviously polythene sheet was placed underneath.

As it was extremely difficult to move stringers of this length after glueing they were assembled under and alongside the hull under construction.



## Using Epoxy

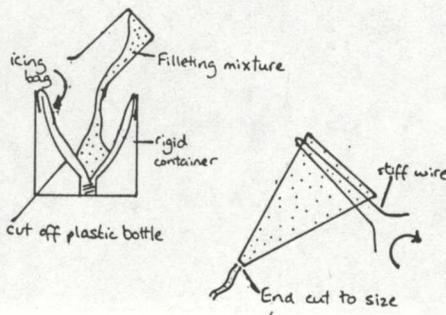
Pete has the following solution to producing fast fillets.

"After exploring several methods of applying epoxy fillets in a repeatable, clean and controlled manner the use of the disposable icing bag has evolved. The diagrams illustrate filling the bag. An off-cut of heavy box section steel has a cut-off 2 litre soft drink bottle inserted into it upside down - a sort of semi-rigid funnel. The disposable icing bag slides into this structure and the top of the bag folded over and trapped between the bottle side and wall of the box section. The bag is filled with the resin mix and a piece of stiff wire inserted as in the second diagram is used to extrude the fillet. Cutting a hole in the bottom of the bag, together with the use of a putty

knife or radiused spatula etc.

"Resinega" made by the Deb group is the most effective cleanser of skin contaminated with uncured epoxy. Ideally I use SP barrier cream where possible.

**Avoid all epoxy solvents on the skin.** They have destroyed my finger ends - the skin struggles now to repair itself from even a small scratch."



## Tools

The De Walt radial arm saw shown opposite can speed up big boat construction considerably. Not only can it be used for cross-cutting but also, by turning the head through 90 degrees, it can be used for ripping timber/ply too. The motor can also be run on a vertical axis, with the blade removed and a moulding tool fitted. In this way it works like a router/spindle moulder allowing edges of stringers, gunwhales etc. to be rapidly rounded. Although most of the cuts can be made with a jigsaw, they are never as clean or accurate and a lot of finishing time can therefore be saved by using a radial arm saw.

## Nylon Nails

Pete writes:-

"My saviour when fitting 8'x4' ply planking single handed was a pneumatic gun firing 20mm nylon nails. These are square in section with a small head. Trial positioning is easy with these - any adjustment then simply pull sharply on the panel and the nail will shear. They will hold well enough for glueing or alternatively will hold in place whilst drilling and screwing. An absolute godsend at the planking stage and useful elsewhere too."

You will obviously need a compressor to run the gun so why not think about air tools which are lighter, safer and more durable than their electric counterparts?

Pete makes the following comments about tools:-

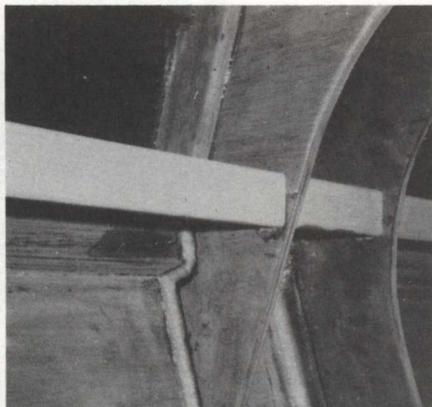
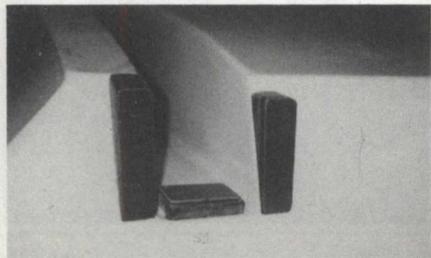
"The essential tools - an accurate, powerful jigsaw and a random orbital sander which is more efficient and produces a very good finish in a short time compared with their orbital only cousins. Use velcro backed pads rather than stick-on disks. A palm sander gets into all the awkward corners and small sanding jobs. Watch the vibration causing circulation problems in the arms when sanding above chest level. Obviously use good cartridge masks, hats, and hooded coveralls sealed at wrists and neck."

To these I would add a cordless drill/screwdriver - no boatbuilder should be without one - and a "grinderette" which, when used with 40/60 grit discs, is invaluable for the rapid roughening of timber or GRP surfaces prior to glueing. They are also useful for rough shaping timber, rounding corners etc..

The equivalent of a month or two will be spent sanding timber and epoxy and therefore a helmet/visor fed with filtered air from either a battery powered backpack or from a compressed air line allows the builder to work in relative comfort - especially in hot weather.

## Beam Attachments

In discussion with JWD I have omitted to use beam bolts - unnecessary potential leak points above the sleeping quarters. Instead the beams rest on tapered blocks each side of the troughs. Lateral movement is prevented by 'ears' glued and screwed onto the side of the cabin top with corresponding blocks glued to the cross beams. Both the beams and the blocks are surfaced with 'Tufnol' for wear resistance.



### Internal strengthening

The beam blocks are supported in the trough by extra knees positioned inside the hulls to match the curve of the bulkhead cut out.

# Christmas Cat - One Year On

*Tim Deacon decides to electrify CHRISTMAS CAT. Other owners thinking of doing likewise should first check that the motor they intend to use is salt water sealed - not all models are.*

CHRISTMAS CAT (Hitia 17) has now been in the water for just over a year. She was launched in June 1989 and is moored at Kemps Marina on the River Itchen in Southampton. I decided to keep her afloat (despite the expense!) mainly because I realised early on that if I kept her at home I would rarely go sailing as the various hassles involved in launching/recovery/trailing etc. would put me off using the boat. The marina is convenient and reasonably priced (for Southampton!) and I can be sailing in about half an hour after arriving at the yard. The main disadvantage to being marina based is that my sailing area is to a certain extent limited due to the tides.....sailing is a real compromise....

From the outset it was evident that I needed some auxiliary power to enable me to get in and out of the marina, as sailing or paddling the boat is not that easy single handed, when manoeuvring around boats/pontoons. After some thought I decided to invest in a new Mercury Thruster T28, 12 volt electric outboard (I couldn't find a secondhand one). This engine fitted the aft crossbeam without

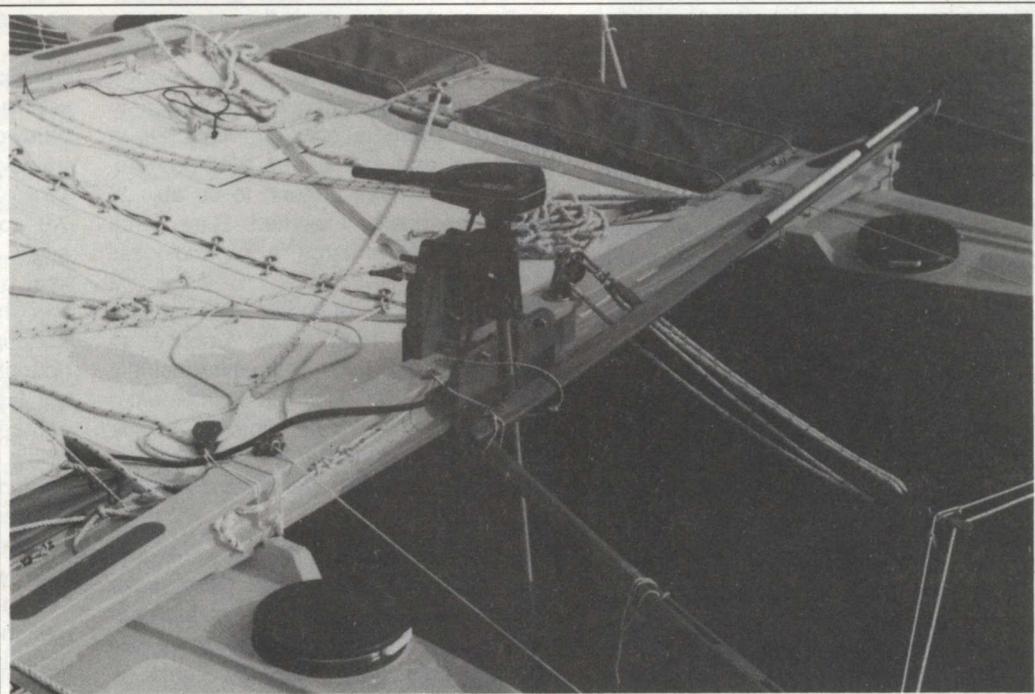
too much of a problem after making a laminated plywood bracket (see photo). Had I realised whilst building that I was going to fit such an engine, I would have moved the tiller bar aft about an inch, as it just touches the engine mounting bracket. In practice this doesn't cause too much of a problem. A 60 amp-hour marine battery gives me 2.5 hours engine use per charge at full throttle. This is usually enough to cope with getting in/out of the marina and coming up or going down to the dock head when the wind drops. The engine is wonderfully silent and easily pushes the boat along well under normal conditions - I

have had to resort to motor sailing a couple of times when going against strong wind and tide. The weight of the battery is a slight disadvantage (it is lashed centrally in the port hull) but at least I don't have to bother with oily petrol slopped over the trampoline.

I have sailed CHRISTMAS CAT in a variety of conditions over the past year in Southampton water and the Solent and she goes well in a F4-5 when there is no 'Solent short chop' - under these conditions she is apt to be wet! I haven't as yet had to reef the sails and at no time felt uncomfortable about her performance. Whilst rounding Calshot Spit earlier this year in a following sea and wind, about F4-5, I performed the classic nose dive into the wave in front after the stern was picked up by the following sea - she nosed in and about a foot of water came over the trampoline. She stopped very abruptly, rose out of the water then picked up speed and roared off onto a broad reach up Southampton Water. I mainly sail her single handed, though last summer sailed with 3 children in the (very warm) waters of Southampton Water.

I have only made one minor modification to the original design, in that the trampoline is fixed not to the hulls direct, but to two 3/4 inch dia. stainless steel tubes that are strapped to the hulls. It has given me no problems and allows the water to drain off quickly. I have had to replace the trampoline lashings once as there was quite a lot of chafe where the rope goes through the eyelets.

All in all CHRISTMAS CAT has given me lots of pleasure so far and has been a good introduction to cats. Needless to say I'm looking for a bigger boat - a Tiki 26 would be ideal!



# Half a Dream

by  
Chris Dyer



More years ago than I care to remember I bought the plans for Oro 133, which for various reasons didn't even get started.

Three years ago I was visiting England and called in to Millbrook to see Steve Turner. After chatting to him and looking all over and under IMAGINE and taking numerous photos, I was all fired up to take early retirement in five years time and at long last to start building. Heading further west I called in to see James Wharram and discovered that he had modified plans for a 'one-off' Mk IV Oro and I purchased the necessary supplementary sheets to upgrade my original plans.

## The Hand of Fate

Life can be a funny business. The day I returned to Australia I was informed that the shipping terminal at which I worked was to be closed down and that I and others were to be made redundant. Once I got used to the idea I realised what a gift it was and started to make plans to build 'the Dream'.

My only experience in building boats had been with a YW 9' dinghy and odd carpentry jobs around the house. Once again luck came into the calculation with the availability of a mentor - a retired neighbour who has built thirty odd boats, rebuilt a small aeroplane and during his later working years was engineer in charge of a textile factory.

Of course I had been studying the plans for years, reading 'Sailorman' from shortly after it started then 'Seapeople'. Also PBO from the start, Yachting Monthly and many books on construction and cruises. Reading was easy but having the courage to actually start building was another thing. I was lucky in some ways in that I was more or less pushed into it. I couldn't find another shore job and I certainly didn't want to go back to

sea again (my living since age eighteen), so I had to do something to fill in my days - boatbuilding.

## Building to Last

At my age I only planned to build once and as the Oro is also a large boat - and hopefully will be our cruising home - it was to be of the best materials. These would be marine ply, clear Oregon, silicon bronze nails and screws and 316 stainless bolts etc.. Fortunately I had the cash to buy most of the materials before I started and by hunting around I got good prices and/or discounts.

There seems to be two sorts of marine ply in Australia - Taiwanese, which has quite a few voids and doubtful timber and the home grown variety from Queensland. By arranging a more or less direct delivery from Brisbane of a bulk order of marine ply made from Queensland Maple I got a very good quality product for much the same price that I could buy an inferior product locally. The story with the oregon needed more persistence, but I won in the end. There is only one importer in Tasmania and the one I tried in Melbourne didn't even pretend to be able to supply the quality I wanted. Bass Strait seems to be as large a psychological barrier as the English Channel. It appears that the Japanese get the pick of the oregon from North America so any shipments into Tasmania/Australia need sorting and from each shipment I got some of my 'clear' timber. A glue supplier who purports to specialise in boatbuilding supplies didn't want to know me!

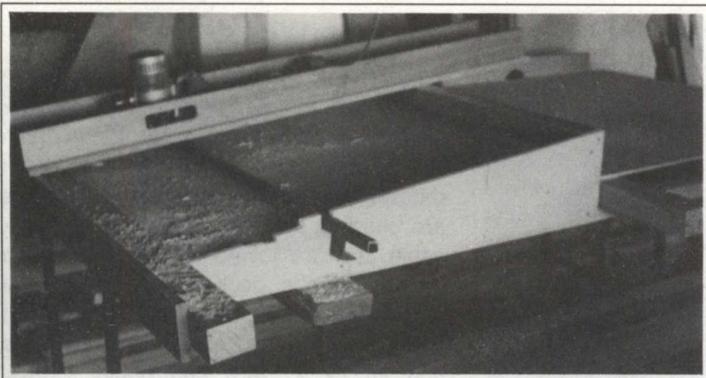
'Clear' timber to me meant no knots and once I had won that point I didn't press my luck on quarter sawn etc.. I found in practice that I could get enough planks with the right grain for such items as

crossbeams and stringers and I used the less than perfect pieces for packing and other places where it didn't matter so much. I get all my timber 'rough sawn' to keep the cost down and either dress it on my mentor's thicknesser/planer or if over 10" I take it to a local joinery firm who have a larger machine. Dressing the timber myself also ensures that I get standard sizes and the sizes I want rather than the size some operative feels like giving me on the day.

For epoxy resin I went to the main West System agent in the north of the state and not to local chandlers who charge exorbitant prices. I have already mentioned the reaction of a Melbourne supplier. For nails, screws, bolts etc. I went around the industrial suppliers for the best prices.

## First Build a Shed

Once the materials were ordered the next step was to build a shed. Here again I was lucky in that a local firm were pulling down a shed so I ended up with a truck delivering a load of 6"x2" hardwood in lengths of 11-15'. I built a framework which has a clear area of 10'9" x 50' - 9' on the high side and 7'9" on the lower side. This has just given me enough clearance to get the keel on, to turn the hull over and, now that the hull is on wheels, to get it in and out. Originally I dug holes for the uprights and had a very secure structure but later found that I had not got quite enough height so had to jack up the whole shed so that it now sits on the ground - I keep my fingers crossed that we don't get any cyclones! Another foot of headroom would make life easier but that would take major reconstruction. The ends, the whole of one side and half the other, are covered with old tarpauline from shipping containers. The



*Chris' scarfing table. The depth of cut on the router is altered by moving a nylon pin in the carriage. The plywood sheet is held in place by the metal bar and clamps(omitted).*

top half of the high side is covered by clear plastic sheeting to give light but this needs replacing every six months as the sun degrades it and it starts to split. The roof is of translucent blue plastic coated canvas which was made up by sewing two lengths together to give sufficient width. The resulting width was one of the reasons that my shed is the width it is. I hope to use the roof tarp as awnings when the boat is finished.

### Scarfing Made Easy

It was nearly two months from the time I ordered the ply and the timber to the time it was delivered. This time was used in drawing out the 'lines' on factory seconds of chipboard, talking about the project and constructing a scarfing table. I had seen an article in 'Sailorman' about scarfing ply sheets and, with my mentor urging me on, decided to give it a go. The framework for the table was obtained from another neighbour who had built steel framed tables for his greenhouse plants and had one to spare. On to the top of this I fixed chipboard stiffened with Tasmanian oak cross-members. These cross-members are now gradually being used as samson posts at the bow and stern of each hull. The side pieces are also of chipboard which are cut to give an angle of 6 degrees which in turn give a scarf angle of roughly 10:1. To cut the scarf a router is run across a sufficient number of times at each successive depth. The depth is adjusted by moving a nylon pin down a row of holes in the bottom of the trough in which the router is fastened. The photo shows this a lot better than I can explain it. The ply or the stringers are held in place by a metal bar held down by clamps as near to the cutting edge as possible. The other end of the ply is also held to the table with clamps alone. The whole table would have been better made of metal for rigidity and to avoid distortion when all the clamps were tightened up but it was beyond my capabilities as well as being more expensive.

### Joining Ply

By the time the first of the timber and all the ply had arrived, so had winter. For-

tunately I have a good sized garage so I was able to store all the ply and the timber indoors and still have enough room to work. Once all the scarfs had been cut in the workshop I moved the scarfing table to the boatshed and started glueing. Glueing was affected by clamping one piece of ply to the table over a sheet of plastic, putting warmed 'West' on both surfaces, clamping the second sheet of ply to the table about 2' back from the join, which was then topped off by a solid wooden bar covered in carpet and clamped at each end to the table framework. The final move was to put an electric blanket over the join for 24 hours. The stringers were done in a similar manner but 10 to 12 at a time. I scarfed the ends of all the ply planking for both hulls, the ply joins of the smaller bulkheads, the two backbones and all the stringers.

### Setting Up

By the time I had finished all the scarfing and the glueing thereof - including making up the backbones and bulkheads - good weather had come round again. The next move was to 'set up'. Fortunately my building site in the garden only has a very light slope so I was able to set up two horizontal tight wires from one end of the shed to the other as datum lines. One was about a foot above the ground and gave a level across the then bottoms of the beam troughs and the other was from the roof which first gave verticals for the bulkheads and then a good line for the backbone.

Next the inner stem and sternposts were fitted to which I added 2"x1" battens on each side to give a better landing for the stringers which went on next. The first stringer on was the one above the beamtroughs. These were first fixed in the centre as directed and then worked towards stem and stern. The rest of the stringers followed one foot apart with spacers and then two layers of keel were put on, which I also scarf joined. These were glued in place in two parts and not in one piece clear of the boat like the stringers. I faired it all off and it looked great with a nice curve from one end to the other. All much easier said

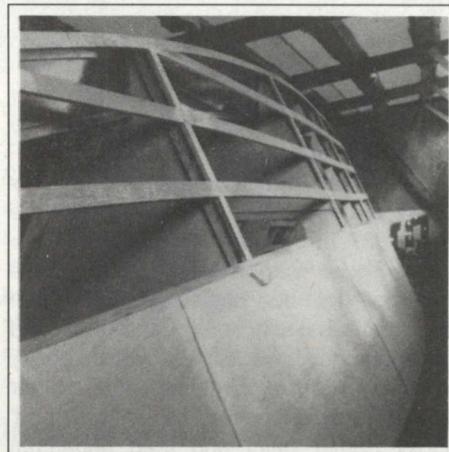
than done. Pride comes before a fall!

### Planking Up

I next offered up the first strake of ply - all of six sheets scarfed end to end. It went on a lot easier than I expected except that the upper edge did not run along the middle stringer! The stringer then had to come off and be repositioned to fit the line of the ply. All then went well except that the stringers on either side of the middle one are not now equidistant. The ply was then marked off from the inside, nail holes drilled very slightly undersized and nails then put in all the holes.

To date the majority of the work has been singlehanded apart from moving the strakes of ply around and putting the backbone into position. Of course my mentor had been called in from time to time for advice and occasional help and also my wife when I hadn't enough hands or my arms were too short. Without such great support from my wife and mentor and other occasional helpers I wouldn't have done nearly so well. All I do these days is build the boat, mow the lawns very occasionally and a couple of other minor jobs whilst my wife runs the house, does the gardening, helps when really needed and gives moral support.

Once the first hull strake was ready for glueing I called in four friends. All put



glue on both surfaces and then two hammered and two held dollies while I hammered where dollies weren't required. After the initial nailing we went round again and punched the nails home. From start to finish it took the five of us an hour and a half. I felt a lot better after the first strake was on as it had been worrying me for months - ever since the idea was first suggested. The result is a very pleasing curve and after minor filling and sanding there is no sign of the vertical joints and since sheathing there are no signs of any joints.

### Turning it Over

When all the hullplanking was on and the nail holes all stopped and sanded I

needed to turn the hull over. There were two reasons for doing it at this stage:

1. I was still waiting for the rest of the timber for the keel planks
2. It was now winter again and the boatshed was too large to heat economically. I could heat small sections of the hull interior with a small fan heater.

I made a mistake in doing too much work on the inside of the hull before turning it back to finish off the keel etc. and to sheath the outside. Consequently, the next two turnings took a lot longer and needed the help of two men as by then the hull was very much heavier. All I should have done was to double the sheerstringer all round, clean up the deck edge and generally make ready for the later fixing of the decks. Also to fix the packing blocks for the beam bolts which need to be bolted right through the hull. Any other jobs done while waiting for the weather to improve should add as little weight as possible. I'll know for the next hull and will do the minimum before turning it back to fix the outer layers of keel, stem, stern and skeg and to sheath to the deck edge.

## Sheathing

Sheathing was fairly easy. I used 1 metre wide 'Dyneel' cloth from the keel up each side as far as it would go and then 2m wide thin nylon the rest of the way. The cloth was taped in place with masking tape and then one person rolled on the epoxy while a second followed with a grooved metal roller. A few hours later when the epoxy had nearly cured we went round the edges with talcum powder, a steel straight edge and a very sharp Stanley knife. The next day the edges to be joined were taken to a feather edge with a spokeshave. Once the whole hull had been covered in cloth and one coat of epoxy and any odd lumps sanded, two more coats of epoxy were rolled on all over and after further sanding were covered by a 'two part' epoxy primer paint and then undercoat etc.. Painting fairly soon after the epoxy has properly cured is recommended as the sun will break the epoxy down after a while.

The port hull, which is now nearly weatherproof, is the quiet hull. The fore-peak is for sails and light gear, the next compartment is a double bunk followed by a day cabin where I intend to fit a work bench similar to IKI ROA. The there is another double bunk and then the after peak with a chemical toilet and shower. The other hull is planned to have a dining saloon in the for'd cabin, with the galley amidships and a solid aft bulkhead. The after cabin will be the chart room with a single bunk and the after peak will be a bosun's store. I plan to put an air-cooled hand and electric

start 18hp Slanzi diesel between beams two and three and a cockpit between beams three and four.

It is now early spring and the first hull is fully decked and sheathed. The fore-hatch is a Maurice Griffiths type and I have built a small doghouse over the after peak/toilet with a sliding hatch. I have also built 9" high deck houses over both bunk cabins, each with access hatches let into them. Basically I only wanted more headroom over the dining saloon and chartroom but then felt that I needed them over the bunk cabins to make the boat look symmetrical. I am contemplating fitting sliding fashion plates between the cabin ends and over the beam troughs so that when the boat is viewed from the side it appears as one long cabin. The beam troughs are ready to receive the beams and I am now doing various internal jobs while waiting for the weather to warm up. Once it does I can move the boat outside and build the deckhouse over the central cabin. I can't do it at the moment because as I mentioned earlier, the shed is just that little bit too low.

## Work on Wheels

When I turned the boat over the third time I put it onto two Renault 12 rear axles (no difficulty) so that I can push the boat in and out of the shed each day to work on it more easily. The axles are sited at the outer end of each bunk cabin and are joined to a solid wooden bar across the deck by two lengths of reinforcing rod which are threaded at each end. The two axles are joined fore and aft by 1" wire and bottle screws, though rods would do just as well. I also hope that this wheel arrangement will suffice to move the hulls about half a mile to the river for launching.

To date 2000 hours have been spent on the boat over a period of 18 months, which apart from all that has been mentioned also includes the construction of all the beams. Hopefully another 2 years will see it in the water and ready to go. As soon as the weather improves and I can leave the first hull outside, I should be able to get on with the second hull. This should take a lot less time than the first as some of the work has already been done and also I have a lot better idea of what is required.

---

# Catamaran Challenge for Cancer Relief

*I must admit, when I first heard of Rory Mc Dougal's and Barnes Robins' (both 20 years of age) plan to sail around the world in a Tiki 21 in 2 years I was very sceptical. It has, of course, been done in smaller monos, but at a leisurely pace and even then the risks are high.*

*Carrying enough food and water for an ocean crossing on a Tiki 21 seemed to be a major problem - a heavily loaded Tiki is going to be very wet and highly stressed. So I was pleased to hear that Rory and Barnes are hoping to use hand operated reverse osmosis pumps. This will allow them to make a gallon of fresh water from sea water per hour of pumping. Together with dehydrated foods, this should reduce the Tikis payload to an acceptable level. Their Tiki hulls are GRP with Tiki 28 style cabins. The standard Tiki rig will be fitted.*

*Rory explains the motivation behind the project:-*

"The Catamaran Challenge for Cancer is our plan to circumnavigate the world aboard a 21 foot catamaran, in order to

raise funds for Cancer Societies worldwide.

We became aware of the need for everyone to support the battle against cancer following the death of our grandfather from the disease. To capture the public's attention requires an imaginative event. Our forte is sailing, so we naturally looked to this field for such a project.

We have spent the last year trying to raise sponsorship, with little success, so we are currently building the cat with our own hard-earned savings.

At each port of call on our voyage, we intend to organise various fund raising events for local cancer research and relief. We would also like to offer cancer sufferers the chance to experience a day's sailing.

Our current launch date is early in the New Year, giving us ample time for rigorous sea trials before our projected departure from England next June.

Obviously, any sponsorship forthcoming during our preparation for the voyage, would be most welcome".

# Alias

Derek Smith describes  
his modified  
Oro

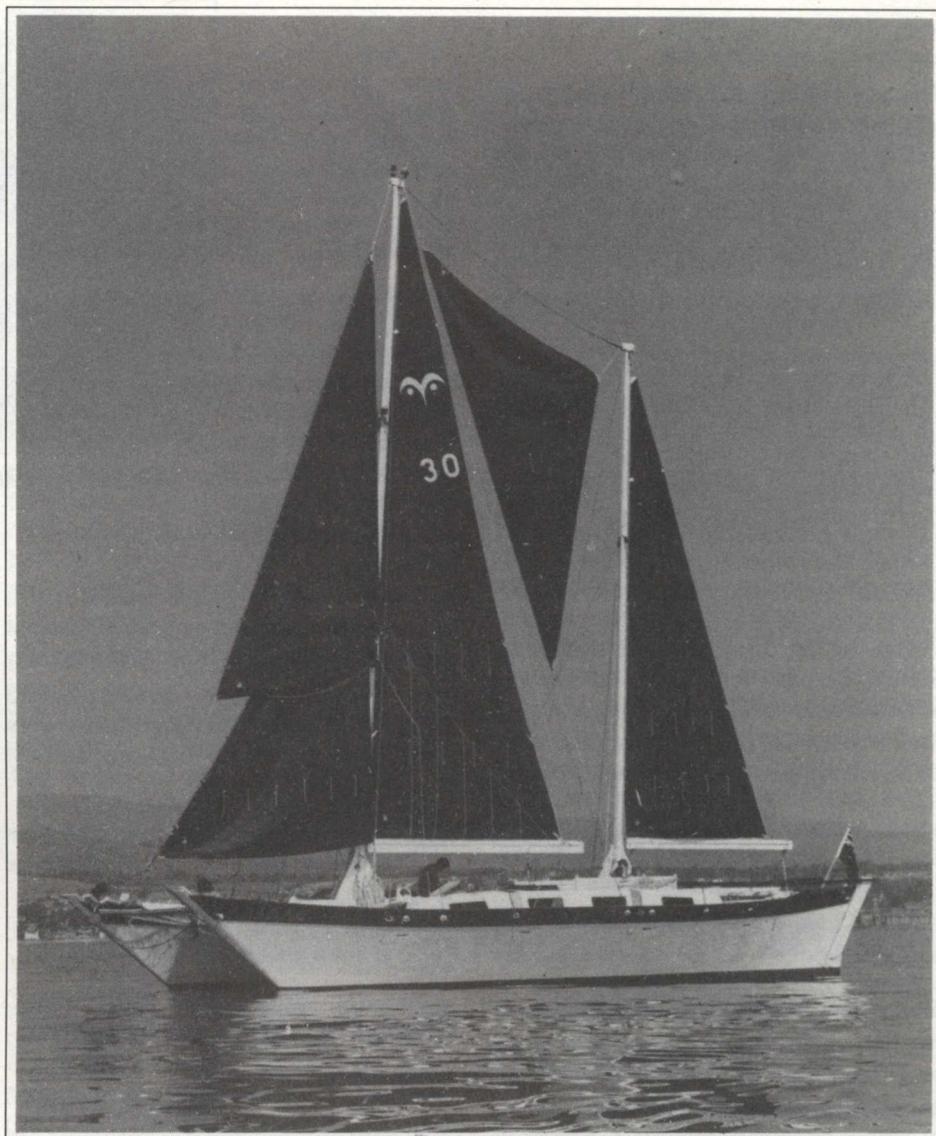
ALIAS, Oro No.30 is at last a boat. She started off as a dream when I met JWD aboard RONGO and eventually started becoming a boat about 7 years ago. How many times Ruth said "Not another year!", I can't remember, but ALIAS now proves the saying that "Things worth having are worth waiting for".

I invited Malcolm Jones to join me in the project way back in 1980. With names like (Derek) Smith and Jones it was inevitable that the boat would finish up named ALIAS.

## Construction

She is a somewhat modified Oro but I have kept the Wharram philosophy upmost in mind during modifications. She is longer, wider, deeper, heavier and taller than the specifications but hopefully in proportion.

We did the MK.4 type modifications and took the decks to the tops of the beams and built in beam boxes. This, by extending the stem and stern posts took her up to 49' 5" overall. We also lengthened the cross beams to give an overall beam of 24'. They are stronger too - 10 laminations of 4" X 1" (finished size not p.a.r.) with tapered increases in their centres to prevent sag under the mast cases. The beams are covered in half inch marine ply and nylon sheathed.



The hulls are constructed of 3" X 1" (finished size) stringers, all scarf jointed, and half inch marine ply, nylon skinned all over from decks to keels.

The stringers are spaced at 8" centres instead of 12". The space between them is filled with 1" polystyrene foam and the insides of the hulls sheathed with 5mm. ply, most of it marine grade.

Masts are 46' and 36' Sitka Spruce, scarfed, hollow, tapered and home

made. They have built in electrics and radar reflectors.

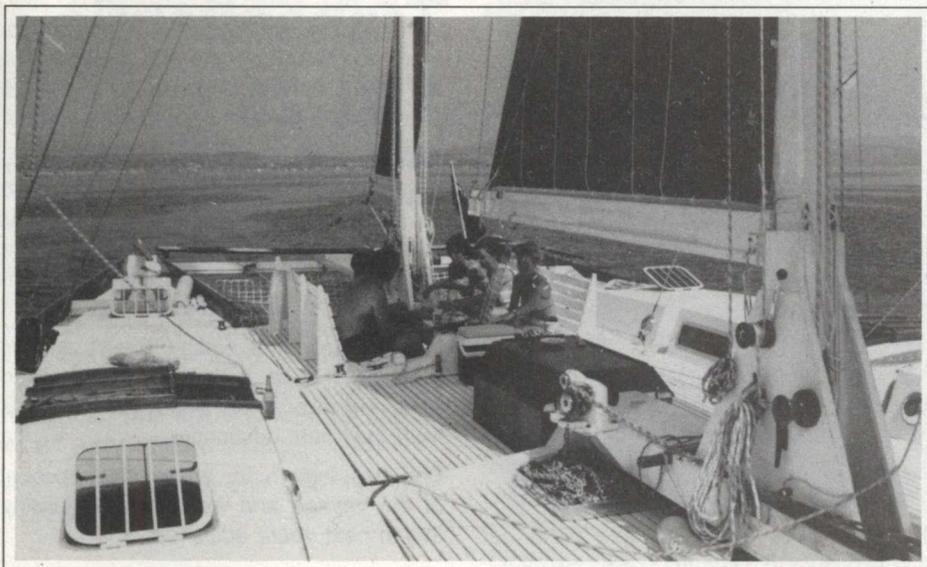
Sails are by Jeckells. Main and mizzen are Bermudan. We have a jib and top-sail plus mizzen staysail. I designed the mizzen staysail so that it could be flown upsidedown on its wire luff as a "back-stay mule" (in the triangle behind the mainsail and sheeted to the top of the mizzen mast).

## Internal Layout

Internal layout is "different", with 6'4" standing headroom. We have of course retained the bow and stern sections as fully watertight compartments with the two bow sections as sail/rope lockers. Port side aft will be fitted out as a workshop and starboard side aft is a toilet compartment.

Down the main centre hatch in the starboard hull we have a chartroom forward with full sized chart table and seating on either side. This seating can be made into a double bed with feet going forward under the chart table.

Centre section is a saloon with novel seating raised to give a view out of the windows above deck. Aft section is a double bed, 6'6" X 4'3" with flush toilet



and wash hand basin. Fresh water storage is under the bunk.

The port hull has the galley forward with all formica surfaces. I would have preferred to have built everything and painted it but was out-voted by the non-building members! Constructing, stripping, formica facing and rebuilding is a pain and very time consuming. However, at the end of the day it looks good and will be worth it.

The port hull centre section is a saloon, the same as the starboard, with a dining table hinged down from the aft bulkhead and supported from the cabin roof. If it works according to plan we will have dining seating for 6 in each hull.

Both the main owners double cabins have their toilets built so they slide under the bunks - the pipework is sufficiently flexible. Thus we are probably the only Wharram cat with the distinction of three flushing toilets!

There are main bilge manual pumps by each of the two main hatches and the

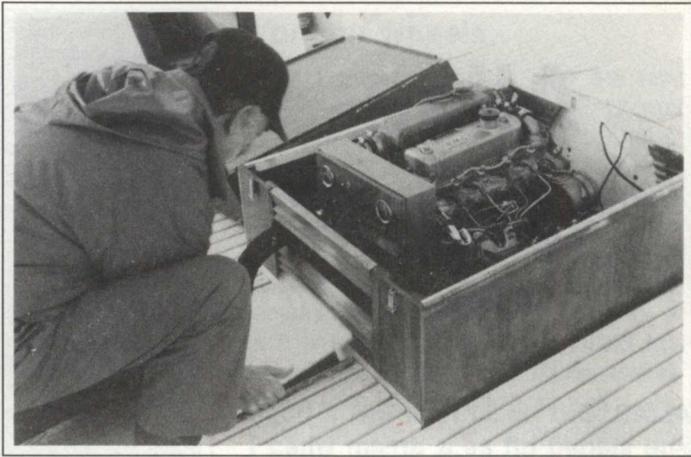
suction can be put into any compartment by use of diverter valves. So far we have only had dust in the bilges.

### Sailing

The engine is a 34 h.p. B.M.C. diesel flexibly mounted between beams 2 and 3. It works well. The diesel day tank is incorporated in the main mast case, as is the starting battery.

We have plenty of ground tackle with a 60lb. CQR main anchor and 60 metres of chain. There are 4 other anchors.

At the time of writing we have day sailed the boat about 6 times. She gives a very secure feeling and although she has not



ALIAS' 34 h.p. BMC diesel installation.

been subjected to a severe test I have every confidence in her ability. I have sailed many boats in my career but this one, probably because we built her, is different. There is a feeling of power, stability and solidness about her that instills confidence, even in the early trial stages.

## Books.....Books.....Books

### South Sea Vagabonds - John Wray.

Though not about multihulls (this is the mid 30's) this is a story in the real Wharram boat building tradition.

John Wray's incredible adventures begin when he's fired from his job and left with assets of £8.10 shillings. Determined to build a boat (on his parent's front lawn) but with no experience of boat building, he was forced to employ a combination of amazing ingenuity, resolve and a great deal of good humour to create his dream. After some hair raising last minute hitches the 35 foot Ngatahi was finally launched. A lifetime of almost unbelievable experiences ensued from cruises to Tahiti, a terrifying brush with a hurricane in shark infested waters, and from an attempt at island trading (when the crew consumed the cargo) to aiding the establishment of a settlement on an uninhabited island.

Real inspiration to the homebuilder showing how almost any obstacle can be overcome. The type of book once started is only put down when finished and then only to get building one's own boat.

South Sea Vagabonds by John Wray is published by The Mariner's Library, Grafon Books. First published 1939, this edition 1988, ISBN 0 246 13379 - 1.

### The Sailing Cookbook - Kitty Hampton

A well presented book with contributions

from many well known "real" sailors such as Bumble Ogilvy Wedderburn (ADC ACUTRAC), Peter Phillips (TRAVELCREST SEAWAY - a multihuller) and Libby Purves (BARNACLE GOOSE) to name but a few.

Split into sections like "The Galley", "Preservation and Stowage", and recipes for Beaufort wind scales 0-2, 3-6, and 7-12 it's a useful book which looks at presenting food from a real sailor's viewpoint. Some of the recipes are for entertaining, "Mackerel baked with gooseberries" through to the survival type "ballast" - something a multihuller tries to avoid.

Besides the royalties going to the Jubilee Sailing Trust, this is a book well worth having on the bookshelf.

The Sailing Cookbook by Kitty Hampton, published by Willow Books ISBN 0 00219169X

### South Cornish Harbours - Liz Luck

When you buy a book that actually has an illustration of Millbrook showing recognisable Wharrams, it must be good! It proves to be very well researched, covering as it suggests most of the coastline from Plymouth to Lands End.

It is not a "pilot" but a really useful book for the Wharram coastal trekking type sailor to this very beautiful area of coastline.

Liz Luck does seem to have done her

homework and provides plenty of interesting and readable advice from past history, giving an insight into the reasons for some of the now deserted and abandoned harbours and quays, through to good walks to and from most creeks and landing places.

Having read the book it has given me a lot of inspiration and interest to go to many places I might not have considered visiting. It's so good I went out and bought a copy.

South Cornish Harbours by Liz Luck, published by Nautical Books, ISBN 07 136 5750 2.

Chris Sands

## Transatlantic Tiki 26

Congratulations to Bob and Danny Beggs for getting to Belize. It was quite an achievement, not least because of all the difficulties they encountered before the boat left Plymouth, let alone the winter gales they endured in Biscay.

Unfortunately, the ending wasn't entirely a happy one, as their boat was wrecked on a reef in a violent squall just 15 miles from their final destination.

Bob has written us an exciting account of the voyage and we will be serialising this in next years editions.

# Silent Annie

*Things rarely move quickly at Foss and when Steve and Ann Studden unloaded a pair of part built Tangaroa hulls a year ago we all assumed they were here for a typically long stay. No one was more suprised than I was when I returned from my summer cruise to find SILENT ANNIE not only afloat but fully rigged and ready to go!*

Well, I suppose now is the time to sit down and write a few words on the building of SILENT ANNIE.

It all started many years ago - a dream, a sort of yearning, a need to fulfil an ambition. It was all of these rolled into one - a feeling one cannot describe. This feeling was also to be shared by my wife Ann.

Although Ann and I had never sailed it was something we always thought about but had never got around to doing. We have always had a boat, but for fishing only. When we decided to fulfil our dream it was in the late summer of 1988 but we did not know what we were going to buy. We looked at all types of craft (mono). What we liked we could not afford, what we could afford we did not like. This started to get frustrating.

It was March 1989 when we met a couple who introduced us to catamarans. This seemed to be worth looking into, but again unless your finances are endless one cannot find an affordable boat that you like.

'Buy a Wharram' we were told by this couple and they really encouraged us into buying. For this I must thank them, but for the series of events which followed with this couple is unbelievable and could be written for PBO in their section on Learning from Experience.

## Agreeing on the Boat!

A Wharram seemed to be the answer but again we could not find what we wanted. So we contemplated building, but as the time factor might prove a problem we looked at a partly built Mk.4 Tangaroa. One hull was finished and the other, well, it had a shape.

Ann took one look and said 'No Way'. We bought it.

The hulls were transported to Millbrook at the end of July 1989 and the first person we spoke to was Roger Cross (*erstwhile owner of Tangaroa NINA*). "FIVE YEARS!" he said - "SIX MONTHS!" I replied.

We drove in the first nail in the third week of August and we worked and worked. The planking was finished, then the keel, stem and stern posts and the sheathing. It was now September and the canopy we were working under was taking the strain. It was only a makeshift effort but it served its purpose. By October we had completed the second hull and at least both hulls were watertight.

Materials used up to now were silicon grip-fast nails (lots of them) and 10 gallons of epoxy. The ply came with the two hulls and with a good quality mahogany faced 12mm she is strongly built. The timber for the deck supports and connecting beams is pine (seasoned) - very hard to find but possible with persistence.

The sheathing is nylon and was laid as follows: five layers to the waterline, down to one at deck level. When the cabins were finished everything on the topsides was sheathed. The interior was epoxied throughout.

## Winter Work

The time spent working up to this point was every weekend and three weeks holiday. Now with winter coming and my work commitments it meant we could not spend weekends working on the boat. However, I had a workshop at home where we spent the winter evenings making the beams and all the fittings which were needed. Here one has to really study the plans and have a lot of patience. I extended the bolts for holding

the beam brackets 1 1/2", the 4 bolts for the through beams I made 10" long and the same for the netting beam bolts. I would advise anyone to do this but remember to add the extra thread - after all, it is easier to cut a bit off than to make new bolts.

March 1990. We brought everything we had made over to Millbrook ready to start lining up the hulls. The gales had destroyed our canopy but March proved a very good month and we were able to join the hulls together. A point to remember here is not to cut your beams, to size until you have both hulls as near to alignment as possible. I made this mistake and it meant that instead of having a beam of 18 feet, which is what I wanted, we ended up with the planned beam of 16'1". All beams were sheathed with glass tissue and epoxy primer - 2 gallons for 4 beams. The front netting beam was made of 3" steel pipe with a dolphin striker. The rear netting beam was made of 2" scaffold pole, both galvanised along with all the other fittings.

We worked every day right through March until April when I had to go back to work. But we still had every weekend free to work on the boat.

## One Year On

It was soon August and we were ready to launch. It had taken exactly a year to the day to get to this stage. Two weeks later SILENT ANNIE had a wet bottom.

The main points for anyone who decides to build as we did from a partly finished boat are as follows:

1. Make sure that both of you are dedicated to giving all your time to finishing what you start.
2. Be sure that you have enough money,



October 1990 - SILENT ANNIE ready to go.

or rather more than enough. It's funny how quickly it goes! Prices change by the month.

3. Buy good electric tools (sorry B&D).
4. Find a timber supplier who is willing to help (this part is difficult).
5. Use your plans as guide lines - there are faults in them.
6. Never believe that whoever started building has done everything by the plans.
7. Lastly - but most important - keep a strong sense of humour, for when you make the inevitable mistakes you will need to laugh it off.

The cost of our project up to now is

difficult to work out but to give you an idea you can expect to spend anything from £10-20,000 to complete and fit out, depending on what you want. As I said, the cost of everything is going up so if you can find someone who can supply with a necessary part - even if you are not ready for it - then buy it. We are still under the £10,000 mark but have yet to fit the engine and complete the interior.

### Reactions to Epoxy

Regarding the use of epoxy, make sure from day one you wear gloves and a face mask. When we restarted in March I used some epoxy and within a week I had developed a rash on my hands which at first I ignored. After all, I had

been using it since August the year before. It became worse and my bottom lip started to split open. Also one eyelid started to itch and crack and an itch developed in the area where nature has top priority. Now was the time to visit the doctor. I was prescribed Dermovate cream and it works. By now the skin was really peeling from both hands and the ends of two fingers had split. This has almost healed now but when using epoxy I wear gloves and mask even when dealing with small amounts.

SILENT ANNIE will be at the next PCA meeting, as I hope will you. We hope to meet you all and maybe come up with some new ideas which may prove helpful.

## International Yugoslavian Meeting, 1990.

by Ruth Wharram

Over the last two years there have been rumours/plans of a multihull meeting in Yugoslavia and when Mike Wynn (see Sea People Nos. 12 & 13) wrote about his wonderful holidays with his Tiki 21 there, saying that he definitely wanted to return again the following year - meeting or no meeting - I became enthusiastic too.

This would not only give me the opportunity to visit Yugoslavia, but I also hoped to get some sailing in and meet other Wharram builders.

The multihull meeting was the brainchild of Ernst Barth, the Southern editor of the German "Yacht" magazine, very welcomed and supported by Edo Zrilic of the Marina Kornati, who did all the local organisation. As former chef of the Marina he also was in charge of all the meals, which certainly were excellent.

As I arrived a day earlier and found Mike Wynn's Tiki 21 GRATITUDE at the marina, we used the opportunity to go for a sail to one of the beautiful anchorages, where we met up with Gerhard Bobretzky from Vienna, our Austrian/German agent, on his Tane with a Tiki 21 and Captain Cook builder as crew.

On our return, Richard Burton, the other crew member, was awaiting us. His idea was to offer some of our Tiki 26s for charter in the Adriatic. He found that, apart from one company, all charter fleets used boats for a minimum of four people. If a couple wanted to sail on their own, they either had to pay more for a larger boat than necessary or could not go. These were the clients he was aiming for. So he wanted to see what the opportunities were to establish his Tiki 26 charter fleet in the Adriatic.

In the morning of the official arrival day we went for another sail and swim before joining the welcoming party in the evening. The buffet there gave us an idea what was to come.

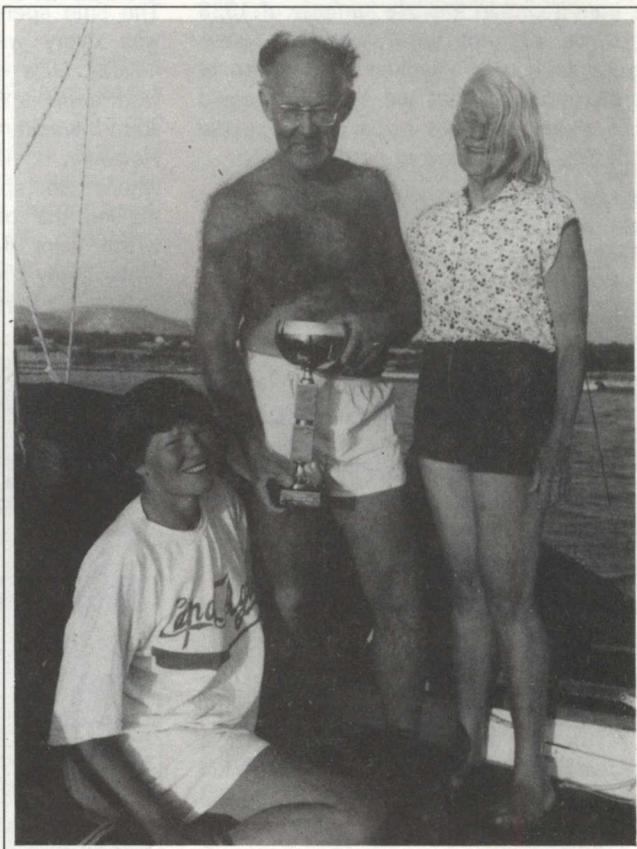
At a cost of DM 50 (approx. £17) per yacht for 4 days and DM 60 (approx. £20) per person for the buffet at the welcome party, two 2 course barbeques (one of fish - octopus and sardines, the other with 2 meat dishes) at two of the Kornati Islands, and a farewell banquet at the marina, with music, free aperitifs and wine on all four occasions, I wonder whether this was not one of the best multihull meetings ever held.

Of the 18 expected multihulls 16 turned up, all Austrians and Germans, except for GRATITUDE the only British entry, and Renate and Milos Delac on their Tiki 26 from Yugoslavia, not officially entered, nipping in and out of the scene. All were catamarans apart from Maxim Schosser's trimaran, a trailer tri, and whose son is building a Captain Cook.

The first race was the 14 miles to the island of Levrnaka. Our Tiki 21 proved to be a wonderful ghoster in the almost non-existent wind at the start, but with an increase to about F3 and a rather choppy sea, she

fell behind, and when the 3 Styria racing micro-multihulls and the Crowther catamarans had long reached the finish, the two small Wharrams, our Tiki 21 and Alfred Ortner's Hinemoa PEN GRU were still battling it out with the 2 large Prouts, the Quasar and the Snowgoose, arriving within 20-22 min. behind the Quasar and 6-8 min behind the Snowgoose.

Though never a racing woman, I did enjoy it, but knew from the start that we



GRATITUDE comes second in her class, crewed by Mike and Jenny Wynn, and Ruth Wharram (right).



*Gerhard Bobretzky's Tane being loaded onto its trailer.*

never had a chance to win - with our Tiki 21 being not only the smallest catamaran but also the most overloaded with a crew of four and their considerable gear aboard.

Though we were almost becalmed at the end of the race, a sudden wind found half the fleet on one side, the other on the other side of the bay. However, the marina launch, which had brought all the food, barrels of wine and mineral water and half the musicians from the marina, ferried the crews across the bay and back.

Next day was "free" sailing, so we all sailed in and out amongst the islands, swimming, snorkelling and sunbathing. In the evening we all met in the Bay U Opat on the island of Kornat for another barbeque. Racing never started before midday, so there was another chance for swimming and visiting boats the next morning.

We went to see the Tiki 26 and really appreciated their big tent, with table and chairs on the platform, giving Richard a good opportunity to evaluate the Tiki 26 for his purpose.

On the fourth day there was the 15 mile race back to Biograd, "any way", and with the maze of Islands local knowledge was an advantage, but it was a beat to windward all the way with a steadily increasing wind and stronger squalls of up to F6. It was a wet race, and we decided to put a reef into the main, to make sailing more comfortable without losing much speed.

This time the Tane beat us, though with her 16 year old sails, not too smooth a bottom and after nearly 3 months cruising to Greece and Turkey, she, too, had no chance to come anywhere near the four Styrias, which were all new and had been prepared for racing, having been trailed to Biograd just for the meeting.

Back at the Marina, the "Banquet" had been laid out and after a Yugoslavian aperitif, the prize giving started.

In group 1 the winner was Juergen Gerhardus in the French Cat MOBANA, second Mike Wynn's GRATITUDE and third Adolf Orner in Hinemoa PEN GRU.

With the banquet and some short speeches by Ernst Barth and Edo Zrilic, expressing their hope that the event might be repeated in a couple of years time - though the Austrians had already suggested a meeting on one of their lakes, which would mean trailerable multihulls only - and a word of thanks by one of the participants, the meeting ended.

Most of the multihulls left the following morning either to continue their cruising or to take their boats back.



*Milos Delac's Tiki 26.*

We had seen a large Wharram in the marina whilst entering Biograd the previous day and I visited the catamaran the following morning. It turned out to be a very luxurious Austrian 51 foot (15.55m) Tehini built and owned by Karl Heinz Huber. With him were his son Peter - who had stayed with us a few years ago - and a group of his friends, enjoying their holiday sailing around Yugoslavia.

I did not see any other of our catamarans, but quite a few builders whom I had told about the meeting and who had turned up to see some of the boats and meet fellow builders.

Thomas Rechtenwald and Ina Rudolph had come too late with their Tiki 21 - or better, had launched her at the wrong place where, according to Mike Wynn, Boras are particularly frequent. So I did not see their boat but after the meeting they met up with Mike and Jenny and apparently had one or two wonderful weeks sailing in company. So much so, that Mike hopes to find other Tiki owners to join them during their holidays yet again in Yugoslavia next year.

To round off my Yugoslavian visit, I used the opportunity to drive back to Vienna with Gerhard Bobretzky, who had finished his long summer cruise and was going to haul his Tane out to trail her home. At 27 feet (8.2m) she is rather large but he apparently does it regularly, which shows that it is not too difficult for a much lighter built Tiki 26 to be trailed to different cruising grounds.

With this trip to Vienna I had another chance to see more of Yugoslavia to end a most enjoyable holiday.

# UK Summer Meet

*This year's summer meet was one of the best ever with 24 boats attending, ranging in size from Hitias to Oros. Chris Sands gives us a run down of the weekend's events.*

The annual PCA UK Summer meeting took place in Plymouth Sound this year on Sat & Sun 21st and 22nd of July.

Most of the boats congregated in Millbrook Lake prior to the weekend while the trailer/sailer craft were launched (and in two cases commissioned for their first sail) at the Multihull Centre, Foss Quay.

Regretfully, John Zalucki with his self built Tiki 21, SALAMANDA, (you won't miss him, it's bright yellow with yellow sails) had been let down by his mast supplier. They had supplied the mast tube with the wrong wall thickness. Once discovered, John got the correct tube and fittings from Imagine Multihulls, built the mast and was sailing by Tuesday evening. Well done John.

With the top of the tide at 5.55am on Saturday morning and if you know Millbrook Lake, plenty of mud to get stranded on, one had to move down by 8.30 to be safe.

So 5.30 saw a lot of unusual early morning activity as boats potted and paddled their way to Southdown.

We took breakfast aboard NGKALA (thanks Merv and Maggie), a 35 foot Snow Goose which some of you might remember as PHANTOM, (ex. Clive Philips who regrettably died last year).

Merv and Maggie Crittenden, two of our antipodean friends, plan to winter over in the UK whilst the Snowgoose is prepared for their trip home to Australia...the sort of trip we all dream of.

Saturday was the type of day you had to put your shirt back on by 9.30 am to save being burnt. Very un-English, but maybe it's always like this down in Cornwall. With no wind, this saw the fleet making its way around to Kingsand - mostly under power. The plan was to pick up anyone who didn't have a boat and wanted a sail. We went on the beach to enable us to catch the shops, a pint of milk, camera film and sunhats. As the boats arrived we started rafting up and were joined by HAWAIIKI, a 42 foot Narai Mk.4 fresh up from southern Portugal with Lena and Dave Irving on board. The James Wharram design team were soon engrossed in conversation

with the many people who had just a small point to discuss. The plan was to have some Tiki racing....yes some Wharram owners do actually race, but the 13.00 start was delayed because it was so nice, the swimming was good and there was no wind. Dave and myself were then joined by my wife Jackie, friend Gill, our kids and three spaniels. Just as well there is a lot of deck space on the Tiki 26.

There then followed lots of catching up on the latest news, swimming, pushing in etc. Great fun! After the dogs had been swimming we all had salt water showers whether we liked it or not. One advantage of my non standard rig was we had a boom to support a make shift bimini.

Towards 1.00 pm a little wind started to fill in and it was decided to have a race for those interested, at 1.30 pm. We started between Merv's Snowgoose, NGKALA, and a Royal Navy Auxiliary ship, rounded Cawsand Bay buoy, then once around the breakwater, leaving it to port and finished between a transit on the shore and NGKALA again up near Cawsand.

Seven boats were down to race and six made it to the line. LUCY TIKI, Peter McDonalds Tiki 21, did not start.

MADGIC, our GRP Tiki 26, started 6 minutes late and so we had to chase Paul Ballard's SCAT, Dave and Joanne Henders TIDDLES (both GRP Tiki 26s), Dave and Jill in SUILVEN II (plywood Tiki 26), KIA KIA a Tanenui and UNCLE ARTHUR, a Hitia 14.

We were the only ones to fly a cruising chute on the downwind leg and made up some time but with 3 adults, four kids and three dogs on board we were really not racing seriously. We passed UNCLE ARTHUR just before rounding the east end of the breakwater and set off after the three remaining Tiki 26s. The race then became quite keen as we moved up to windward and gradually caught up on the others. We eventually passed SUILVEN II and hoped to catch TIDDLES and SCAT but ended up 2 minutes 25 seconds behind SCAT and 4 seconds behind

TIDDLES. SUILVEN II was 21 secs. behind us and UNCLE ARTHUR 5 mins. 55 secs. behind SUILVEN - not bad for a 14 footer.

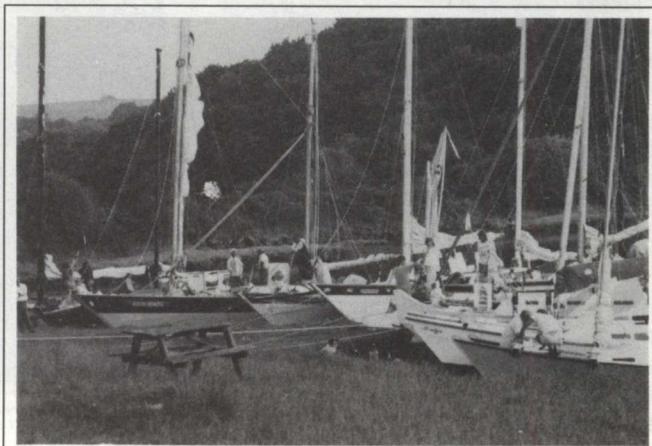
After rafting up for a bit the Tikis then raced back to Southdown. Three Tikis set spinnakers but all to no avail as the race had to be abandoned as we all started drifting backwards at Mayflower Marina. Engines on, tow lines out and we all headed off for Whacker Quay for our evening get together and barbeque.

Whacker Quay is on the river Lynher (turn left before the Tamar suspension bridge) and had been chosen because of its road access and barbeque site. By 6.30 twenty three boats had arrived, from a Hitia 14 to four 42 foot Narais, with UK people from as far as Norfolk. Others mentioned sailing up from southern Portugal, with people from as far as Bahrain, Australia and Denmark.

Sunday saw another early start to catch the tide and we all set off on a treasure hunt organised by Joanne Hender. Answers to be presented to Dave at 1.00 that day when we were allowed to beach off the NW side of Drake's Island. As we arrived Dave was on the beach just finishing raising the antifouling by a couple of inches. Very laid back. Three or four went on the beach whilst the rest of us anchored 20 - 30 yards off. If you do so I suggest you go in a couple of hours before low water as you can then see most of what there is to hit! If you do anchor use a trip line as three of us had problems getting our anchors up.

The treasure hunt was won by Pip Patterson, single handedly, in his Summer Twins, HAF GAVELLO. If you, too, knew what the 5 letters around the light house stood for as well as twenty or so other odd facts and could catch a jellyfish, you might have beaten him.

Four Tiki 26s then left for a nonstop passage to the Scilly Isles some 100 miles away.



# Catharsis in Scilly

*Terry Adams trails his Pahi 26 to the UK summer meeting and sets off in pursuit of the four Tiki 26s.*

Although it has already crossed the Pacific, the Pahi 26 (Tikiroa) was originally designed as a trailer sailer - despite its size and weight. Especially the weight! However, the PCA meeting proved once again that it is possible to use it that way!

I set off from Birmingham at midday Friday to drive the 240 plus miles to Millbrook towing CATHARSIS, my Tikiroa, behind my long wheelbase Land Rover and arrived at 7 pm. This late arrival was due to the fact that at speeds over 40 mph the boat began to show signs of wanting to overtake the Land Rover - the result of poor weight distribution on the trailer. I did much better when I reloaded her for the return journey and achieved speeds of up to 60mph with no problem at all.

## Launching Singlehanded

But this late arrival meant that I was still assembling her next morning when the other boats left Millbrook for the Tiki races and had to wait for the evening tide to float her off. Nevertheless, I can assure anyone who contemplates using a Tikiroa as a trailer/sailer that it is perfectly possible to assemble her singlehanded....six hours from trailer to sailaway...and I'm no King Kong!

I use 2 six foot oars and my boathook (extended by slipping them into 3 foot lengths of plastic drainpipe lashed together) to make a three legged crutch to support the mast, then by using the method set out in the plans the mast goes up like a dream.

When she floated off on the evening tide I sailed around to Whacker Quay to join the other boats for a Barbeque and to meet old friends and new. CATHARSIS was the only Tikiroa, but her young cousins, the Tiki 26s, were present in strength. I may be prejudiced, but I think that although the Tiki shape is more "yachty", the Tikiroa looks a bigger boat and is much prettier in the Polynesian style.

## Vortex Generators

The next day (Sunday) we all set off for Drake's Island. Now I have always had one complaint against my Tikiroa... the bugger wouldn't tack! Or at least very rarely. In every other respect she is a great boat, but tacking....she didn't seem

to want to know! So in desperation, during the winter, I had increased the rudder area by 15% and fitted 36 inch, 4 X 1 inch vortex generators to each hull. And I tacked, and tacked again and cheered..... and sailed and sailed again and swore.....

The Tiki 26s and I beached on the island while the bigger boats anchored off but after lunch we all moved off and after some jiggling about anchored with the others. Or tried to. My kedge anchor (a Danforth) dragged three times, bringing up some enormous balls of kelp, slimy and dripping, as I drifted down towards a large anchored monohull who must have thought I was trying to rape her not once but three times. I was pretty pissed off by then I can tell you!

## What Next?

After lunch the Tiki 26s set off for the Scilly Isles but as my family had been prevented by other commitments from joining me I was singlehanded and wasn't keen on going alone. I returned to Millbrook feeling rather down and wondering what to do but next day I met Paul Cobb, who had sailed around from Barnstaple in his Eventide 26 (26 foot wooden bilge keeler) hoping to see a Tiki 31 as he was part way through building one. He had never sailed a catamaran before, it was just something about the Wharram concept that appealed to him. I offered him a job as crew and he jumped at it.

Tuesday morning I set off with Paul and his dog Sancho - who never once mistook the mast for a tree - and at 10am passed the Plymouth breakwater on course for the Lizard. It had been blowing F5 easterly all day Monday, stirring up a nasty swell and as the wind increased to F6 the waves began to chase us, their breaking crests licking hungrily at our sterns as we surfed down them at 10 - 13 knots. When the Dodman came abeam at lunchtime (with home made bread and Irish stew) it was gusting F7 and we decided that discretion was the better part of valour and headed for Falmouth, fighting our way across the waves presenting our sterns to the

advancing crests then swinging back on course in the troughs. CATHARSIS was quite happy under staysail and full main and never felt overpressed. In fact, Paul commented how safe and stable she was in conditions when his Eventide would have been heavily reefed.

We anchored at the Pandora Inn at 4pm (42.5 miles in 6 hours) and went ashore for a well earned pint. Sancho found himself a tree and used it with enthusiasm. Then we went upstream in the inflatable to visit the Wharrams at home and to view the Pahi 63 - most impressive - and the Wharram Built Tiki 28 under construction - ditto. The man himself was ill so we left our best wishes with Joke to pass onto him and went back to CATHARSIS for a meal and a good nights sleep.

## Scillies or Bust!

At 9am Wednesday morning we set off again for the Scillies in F6 gusting 7 with waves that were agreed by the patrons of the Scillonian Club next day to have been 15 foot plus. It certainly felt that way as we surfed down them at 13 knots, but we agreed that if we were going to go at all we had to go at once. We made a fast passage around Lands End but made the mistake of heading for Crow Sound to the north of St Mary's rather than the safer St. Mary's Sound to the south. When we arrived off Crow Sound it looked like the mouth of hell. The waves were crashing against the rocks sending spray 50 feet high.

We swung away, heading for Pendennis Head and St. Mary's Sound. This meant sailing parallel to both the seas and the land and in order to beat off the rocks and gain a little more sea room I shook out a reef. Then "bang" and two of the nylon links between the mainsail and the mast track broke, giving the mainsail an unwanted baggy belly five feet wide half way up the mast.

Paul has a big diesel in his Eventide and says motorsailing is "a good thing". Right then so did I! My brand new Seagull QB Kingfisher started right away but



the next big wave slammed the pivoting outboard box upwards and filled it with water, smothering the engine, which stopped at once.

Was there a man dismayed! Yes....two! We were being driven closer and closer to rocks by wind and wave and with the main in such a mess we were unable to beat off the shore. I hurriedly replaced the broken links with lashings and then hoisted full main despite the F7 gusts. By then we were only 2 cables from the rocks. We fought our way to windward until we had enough searoom to reef again before heading for St. Mary's Sound. The new course meant coming more or less broad side on to the enormous waves rolling in from the east but CATHARSIS rode them like a duck, never even thinking about lifting a hull, and stayed dry.

We were encouraged by seeing that a 50 - 60 foot monohull ketch that crossed our track at an angle of about 25 degrees, motorsailing under handkerchief jib and reefed mizzen in the general direction of France, was pitching so violently that we could at times see the root of his keel! Eventually we came up to Penninis Head light and turned into St. Marys Sound. As we surfed past Spanish Ledges on the huge following waves we saw a small black dolphin heading for the open sea.

The harbour at Hugh Town was crowded - according to the harbourmaster there were 180 yachts there already and more arriving all the time. But without an engine the harbour was closed to us so we tacked and gybed (mostly gybed) towards the beach at Porth Loo where "Four Hands" was already ensconced next to Richard Topham's blue Hinemoa. Never has the grating of sand and shingle under the keels been more welcome. The total distance sailed was 78.6 miles in 11 hours.

The next day was spent in rest and relaxation - mainly in pubs - but during the night the wind swung round to the west and the morning saw a steady stream of yachts upping anchor and heading for the open sea. Hardly was our own anchor on the deck when the Seagull stopped with a bang. The anchor was hurriedly thrown over the side and investigation of the engine revealed that when the propellor was turned by hand the piston failed to move up and down the cylinder. Curses promptly rent the air but we still needed to get out to sea and sailing her out was quite impractical as there were rocks close to starboard and anchored yachts ahead and to port.

And we soon realised that an inflatable will not tow a Tikiroa in a straight line. Not no how! It yaws all over the shop!

But if you lash it under the rear netting beam it will push the boat quite well and you can steer with the tiller in the normal way. Once out of the anchorage we hoisted sail and soon met the Tiki 26s coming from Bryher and heading for St. Agnes. After a brief chat we turned down St. Mary's Sound and left them behind. The wind change had flattened the seas somewhat and with F4 winds on the quarter we changed from staysail and jib to full genoa and were soon making over 12 knots. But this was not to last. Later on that day the winds turned light and variable then died away so that by the time we had reached the Dodman we were stemming the tide, but not much more.

This is when you really appreciate the engine you have'nt got! The idea of putting the inflatable over the side and pushing for so many miles was marginally less attractive than drifting idly about like something out of the Ancient Mariner, not least because the engine was so old and unlikely to survive such extended use. As it grew dark a F1 whisper of wind arrived and we sailed slowly, very slowly through the darkness towards the lights of the Eddystone and Plymouth Breakwater. We took 2 hour watches and observed the stars, dodging the fishing boats and their nets and prayed that the container ships wouldn't come too close or if they did that they'd see us when we shone a torch on the sails.

It was a useful experience, but when the morning came at last two tired sailors and a dog with four crossed legs were pleased to find that they were only 8 miles off Plymouth Breakwater.....but

becalmed on a glassy sea. Then Paul had a bright idea. The pivoting outboard box was dismantled and rebuilt so as to allow the little short legged outboard to reach the water and we set off, very slowly and noisily, towards harbour, crossing the line at 10 am after 24 hours at sea and 106.8 miles sailed, at speeds ranging from 12.6 to 1.1 knots!

The tide was ebbing by now and we were unable to make it up to Foss Quay but beached around the corner, next to the Tehini YIN YANG, and relaxed after a tiring but interesting day's sail. When the tide returned that evening Paul went and fetched his Eventide and towed CATHARSIS round to the slip where she was beached again to await dismantling on the morrow.

I slept like a log that night but awoke at 6.30 and after a leisurely breakfast began to take CATHARSIS apart and carry the beams, platform and mast up above the high water mark, then slide the two hulls together and lash the 8 foot trailing beams across. The tides were taking off and I was worried that there would be insufficient water to float her onto her trolleys, and in the end I had to winch her onto her trailer without using the trolleys at all. N.B. If you are going to trail a Tikiroa, get a good trailer winch!

By lunchtime everything was lashed down on the trailer and I set off on the long journey back to Birmingham at the end of a weeks sailing that had been exhilarating, infuriating, frustrating, educational, even a little bit scary at times, damned hard work and all in all the best weeks sailing I have ever had!

---

## Member to Member

**Tangaroa**, 85% complete, £6,000 or sensible offer. Contact Peter Davy, Little Selwood, 36 Melvill Road, Falmouth, Cornwall.

**Hinemoa** hulls with raised topsides, 9mm. ply, cascover sheathed, most of the materials to finish, sails and trailer. £1,200. 6, Beedon Avenue, Waterloo Huddersfield, West Yorkshire. HD5 8QZ tel. 0484 429601.

**Narai Mk.4 TRUGANINI**. Built 1979 of marine ply, resorcinol glue, cascover sheathed, structure entirely reviewed in 1988. Extensively equipped and proven with a circumnavigation and 5 transatlantic crossings. £14,000. S. France.

For more details: c/o LEVASSEUR, 2796 route de la Madrigue 83400 HYERES -GIENS. (33) 94 58 90 21.

In UK (44) 721 21190.

**Narai Mk. 4** or **Oro** wanted. Phone Mike or Angie Woods on 0624 677316 after 7 pm.

# News from Sea People

## Switzerland

Joachim Kreyster who has moved to 2, Rue St. Laurent, CH 1207 Geneva is looking for a Tiki coastal trekker to put on Lake Geneva. He says even a Hine-moa would do - this would be the first Wharram cat there.

## USA

From time to time we get some fascinating reports from around the world and here's one of tantalising brevity from Glenn Tieman, owner of Tikiroa No. 7 PEREGRINE.

"Five years now after leaving California, we've made it all the way across the Pacific to the Philippines. After repairing the damage in Fiji (a butt joint was smashed open) I cruised between Tonga and Samoa for half a year. This latter was my favourite country of all. Even though the food was the worst, the people are finer than Polynesians. There were very few yachts and for a shoal draft boat, perfect sea-living for Bohemian style sea-people. From Kiribati I proceeded to the Federated States of Micronesia where I visited 10 islands during a year long transit. At some of these most primitive places I was despised for my unostentatious vessel but at most of them was treated like a hero. I've cruised about 20,000 miles in all on this trip.

The Philippines offer greater variety and extremes of experience. The pollution in the cities is unbearable but in the provinces are unlimited beautiful places, fascinating cultures and fabulous, challenging sailing. I left PEREGRINE there in the care of Heinz Kunzeman, who you may have heard of, so as to fly back here to California for a visit and employment. If all goes well I will return to cruising this spring.

You may be interested to know, by the way, that when the shroud unravelled I was riding a sea anchor between Ulithi and Sorol Atolls 100 miles from the centre of super typhoon Andy. Fortunately it went the other way!"

John Oed of Melbourne Beach, Florida has had work on his Narai Mk.4 on hold for nearly 4 years but hopes to resume during 1990. He says that any Polycatters passing through should contact him (5225 Palmetto Drive - phone 407/724-6458) as he would love to see them - also says Seapeople is his favourite mag.!

British member Andrew Best-Dunkley was walking down E. Pacific St., Appleton, Winsconsin, when he came across

a pair of Tanenui hulls in a front garden. They belong to Dave Sturges who said he had been having difficulty getting them warm enough to use epoxy. He is hoping to have the boat ready to take to the Caribbean in the next year or two where he intends to live aboard.

Robert Childers of Summerland Key, Florida tells us:-

"My Tiki 21 is currently on blocks in the back yard waiting for me to do some work, repair some damage and repaint. I haven't had NAOS in the water for some time. I lived aboard for six months in winter (such as winter is in the Southern USA) - occasional thick frost on deck and rode out some nasty storms in harbour. I stayed in sheltered waters, mostly bays, and had a terrific time sailing - she sails so well! She even makes up for my occasionally miserable seamanship - I've surfed in a steep chop, had the fore half out of the water jumping from wavetop to wavetop about 60 degrees off the wind (only occasionally burying the bows) and generally speaking explored some great areas that not many people have seen from the decks of a boat.

I've now moved to the Florida Keys - this has got to be one of the best places on earth for a polycat! We're on the northern fringe of the trade winds; the water is clear and protected by a beautiful coral reef, and the water is very warm too - low of 72 in winter to about 85 in summer. The gulf stream is about 30 miles offshore plus there are hundreds of little keys to hide behind and explore. The occasional hurricane is the only bad point and sometimes the water

is even too shallow for a Tiki."

Steven Veale, a member for some 15 years writes from his Tangaroa, which judging by the wavy lines on the page, presumably was sailing at the time!

"My first mate and I left New Jersey on 21 June 1990 and arrived in Bermuda some 9 days later. Our course was SE from N.J., 650 miles from Cape May. Of course this was as the bird flies and not as the cat sails. We had the usual winds for this time of year, from the SW. However, the closer we got to the island, the closer the wind came to the nose, mainly from the south and we figured we sailed about 900 miles with all the tacks we took getting there.

From personal experience, crossing the gulf stream presents all sorts of sailing conditions. On this trip we had from force one to seven. Apparently there are varying weather systems on each side of the "Stream" and with two passages from N.J. to Bermuda I've experienced all sorts of weather - usually within hours."

Steven continues with some advice about reefing:-

"Polycats being inherently fast need to be slowed down proportionally to the increase in wind - this is command knowledge. Especially when one is bashing to windward, you reach a point when comfort necessitates reefing down, if for no other reason. I've gotten beyond the fear of capsizing, but like to slow down for the ride.

RHIANNON is cutter rigged, as designed by Jones Boats, from Tuckahoe, N.J. (an old polycatter from way back). My mast



Many hands make light work - turning KAIMALOLO's hulls.

is stepped on Number 3 beam and therefore she carries a lot of headsail. With the cutter rig I drop the yankee jib first (or drifter if it's up), then reef the mainsail, followed by the staysail."

The trip back was a third faster - we made it in just over 6 days. I burned our maximum of 10 gallons of petrol on the way there and no more than three on the way back (I've got a 9.9h.p. Yamaha sail outboard and highly recommend it).

*Bob and Cleo Phillips from Corpus Christi, Texas, tell us that KAIMALOLO, their Captain Cook, is now well underway and work has begun on interiors and decks:-*

"We recruited extra help from friends and neighbors for the "turning party" by promising free beer after the job was successfully completed. We had plenty of help.

After some serious engineering consultations the committee recommended that we simply pick up each hull in strap slings and rotate it to the upright position with come-alongs and manpower. The entire job was completed in less than three hours, the ladies provided advice, encouragement, and moved cradles. I supplied all of the adrenalin! By unanimous consent, it was decided that Cleo would be the first person to board KAIMALOLO. We passed an important step in the progress of our building project. Now we're onto the next phase.

The interiors are beginning to take shape and give the boat some character. I surely was grateful to have received the revisions to the crossbeam plans from JWD. They came just in the nick of time. We are hoping to get KAIMALOLO launched during 1991, but we haven't met a schedule deadline yet! If I were running a shipyard, undoubtedly I would have been fired by now! Oh well, such is the life of the misguided."

## UK

*The UK has had another hot and dry summer with some fine sailing conditions. Adrian Honeybill writes to say that it has been a hectic year. He didn't, as he said in the last magazine, launch his rebuilt Hinemoa on the Wash but instead secured a mooring on Spider Lake, Portsmouth Harbour, a much shorter drive from his Reading home.*

"The first sail was in a F5-6. What a way to start life in a cruising cat - flying! It was magnificent and when I took it upon myself to shake out the reefs, I felt safe. I can imagine JWD shaking his head - but don't fret, you have designed well. This was the beginning of June and as you remember the summer then settled into a very comfortable F3-4 with day wide sun in the 70's and 80's. Tide runs were the order of the summer. In

September, the children were left with relatives (they had a sail with the boss in August and enjoyed every minute). Ann and I took off for a tide to tide sail over to the Isle of Wight. We tossed over the hook in a small bay between Bembridge and Ryde, enjoyed the sun, food and peace. After two hours we tried to sail off but only succeeded in running into a gravel bank with a falling tide. Ten yards of dragging and off we went again. Try that with a Leisure 23 etc..

Sea Cat brightened up the afternoon thrash in the Solent. The log showed a very creditable 9 knots in a F3 at one stage. The day ended well and Anne is starting to make positive noises about the next Wharram in two years time!?"

The past year has also seen:

The formation of a cadre in Pompey Harbour. The Porchester end now has Andy Warman's Tangaroa Mk1, Bill Timkey's Tangaroa Mk4, Peter Hooker's Pahi 31 and my own Hinemoa. Within a mile is a Tiki and another Mk1 Tangaroa. Millbrook watch out!

I have also represented the PCA on the MOCRA Affiliate Cruising Committee. Any events to pass on for 1991, please send to me at 5 Tinsley Close, Reading GG6 4AN, Berkshire."

*It was good to see Eddy Evans when he visited Foss during the spring. He has now bought a piece of land in NW Spain and has started a rowing skiff hire business which is showing real promise. By all accounts Galicia is great polycat country and I for one want to visit it - logistical problems sent SUILVEN up the Irish sea to the West coast of Scotland for the summer rather than Galicia as planned. Maybe next year.*

*But I won't be the first to do so in a Tiki 26. Paul Ballard left Foss in his Tiki 26 SCAT in September and spent some time exploring the "pine scented" Isles of Morbihan in South Brittany before making a single handed Biscay crossing to NW Spain - well done Paul!*

*Hazel and Mansel Rees flew back to the UK from the Canaries during the spring leaving their Pahi 31, RELEASE, to be brought back to Foss by Steve Turner and Merv Crittendon. With light winds and seized outboard the trip took some 5 weeks, causing a certain amount of concern to those of back at Foss!*

*Chris Sands, owner of bermudan rigged Tiki 26 MADGIC, is helping organise Tiki meetings in the SW.*

"For the next six months starting 30th November we are having a meeting on the last Thursday of the month at the Royal Corinthian Yacht Club, Madeira Rd., The Hoe, Plymouth at 8.00pm. This is aimed at all Tiki owners or persons interested in the Tiki range of boats. We

hope to be able to discuss experiences, tips, techniques, successful and not so successful ideas etc. Also planned are slide and video shows.

Tiki owners may wish to pencil the following MOCRA events into next years diaries:

Plymouth Grand Prix (Royal Corinthian Y.C.)25 - 27th May, classes for Micro (up to 26 feet), Cruisers, and Grand Prix.

Micro Multihull European Regatta, 15 - 20th July at the Royal Western Yacht Club".

Chris also adds:-

"The Plymouth Grand Prix should be a good fun event, and the more Tikis racing the more fun for all, and although the racing is properly organised it's not an event like dinghy racing nationals. Everyone is more interested in more people racing and enjoying it rather than worrying too much about racing rules - if you are aware that port gives way to starboard then you should be OK!"

*Norman and Dorothy Carravick left Foss on revamped Pahi 31 ANDIAMO after the summer meeting to continue their retirement in the Med via the French canals. ANDIAMO'S spot in the yard at Foss was soon taken up by Pahi 31 NELLIE, bought by Simon and Allison Titherly earlier this year as an unfinished project. NELLIE was launched on the Axe and after an exciting maiden voyage (in a gale!) eventually made it along the coast to Millbrook where major modifications are being carried out.*

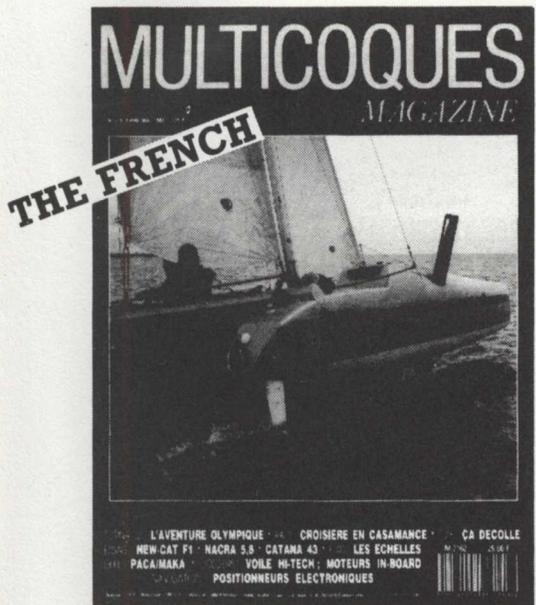
*Mike and Jenny Wynn tell us that:-*

"Two Hitias and a Tiki 21 arrived at Ullswater for the meet along with the crews of two other boats and one couple thinking about it.

We had a good swimming day, one good sailing day, a couple of good picnics, meals out and lots of talk. The Tiki 21 proved her capacity to absorb a large crowd for a party and to convert the undecided by her sailing ability yet again. A good time was had by all.

It would be nice to have an east coast meet next year. Has anybody got local knowledge of N. Norfolk who could help organise something for the Spring Bank Holiday '91?"

*Finally, many thanks to members David and Christine Eames, of Peel, Isle of Man, who looked after your editor so well whilst SUILVEN sat out some inclement weather on her 10 week long west coast cruise. Peel is an excellent stop-over on an Irish Sea passage and David and Christine are always pleased to see Polycat sailors.*



**ANNUAL SUBSCRIPTION**  
 6 ISSUES PER YEAR AIR MAIL CONSIGNMENT  
 EUROPE 165 F OVERSEAS 210 F

Nom ..... Prénom .....  
 Adresse : .....  
 Code postal ..... Ville .....  
 Pays .....

**MULTICOQUES MAGAZINE**

16, Centre Commercial du Nautisme - Port Saint-Pierre  
 83400 HYERES - FRANCE - Tél. : 94.57.32.02

**multihull international**

SUBSCRIPTION FORM

The only monthly Journal in the world devoted entirely to the  
 News and views on multihulls

*the multihullers' newspaper*

**U.K. ANNUAL SUBSCRIPTION £13**

Overseas Subscription \$24 or £16

Extra for AIR MAIL \$15 or £12

European FIRST CLASS MAIL \$4 or £2

Cheques in Sterling or U.S. Dollars - GIRO No. 346 9050

PLEASE send me a year's subscription, starting with  
 the ..... issue

NAME .....

ADDRESS .....

(BLOCK LETTERS PLEASE) .....

Please continue my subscription when it becomes renewable and bill  
 me until I cancel subscription

published by

**CHANDLER PUBLICATIONS LTD.**

53 HIGH STREET, TOTNES, DEVON TQ9 5NP, U.K.

**WEST SYSTEM\***  
 BRAND PRODUCTS

**TO BUILD A BETTER  
 WOODEN BOAT YOU  
 NEED A SYSTEM**

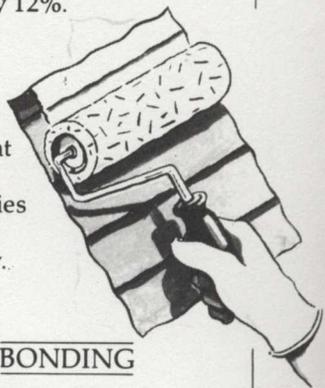


**1 PREPARATION**

It is important to build with wood that has been adequately dried. The moisture content of wood for composite should be as low as possible, ideally 12%.

**2 ENCAPSULATING**

WEST SYSTEM resins stabilize the moisture content of the wood, maintain a set standard of physical properties and provide excellent dimensional stability.



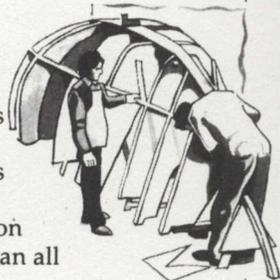
**3 BONDING**

The joint bonded with WEST SYSTEM epoxy becomes stronger than the wood being joined. Little clamping pressure is required to achieve a good bond.



**4 CONSTRUCTION**

WEST SYSTEM products eliminate the need for mechanical fastenings such as screws, bolts and rivets and therefore subsequent corrosion problems are non-existent in an all bonded construction.



7% Discount is offered to all Wharram builders if they order WEST SYSTEM\* products through James Wharram Designs.

\*West System is the registered Trade Mark of Gougeon Bros. Inc.

\*West System products have Lloyds Approval.



BS 5750 PART 2/ISO 9002  
 CERTIFICATION NO. FM 1541



MANUFACTURED UNDER  
 YSCS/SA 028

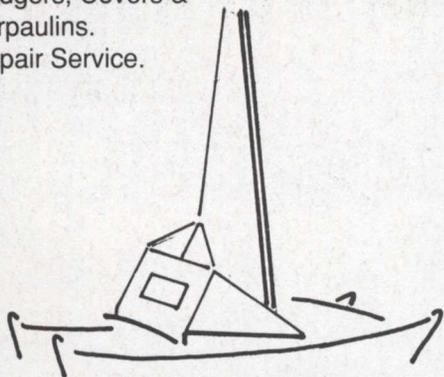


WESSEX RESINS AND ADHESIVES LTD

189/193 Spring Road, Sholing, Southampton SO2 7NY, England  
 Tel: (0703) 444744 Fax: (0703) 431792

# **D Sails**

Manufacturer of Sails,  
Dodgers, Covers &  
Tarpaulins.  
Repair Service.

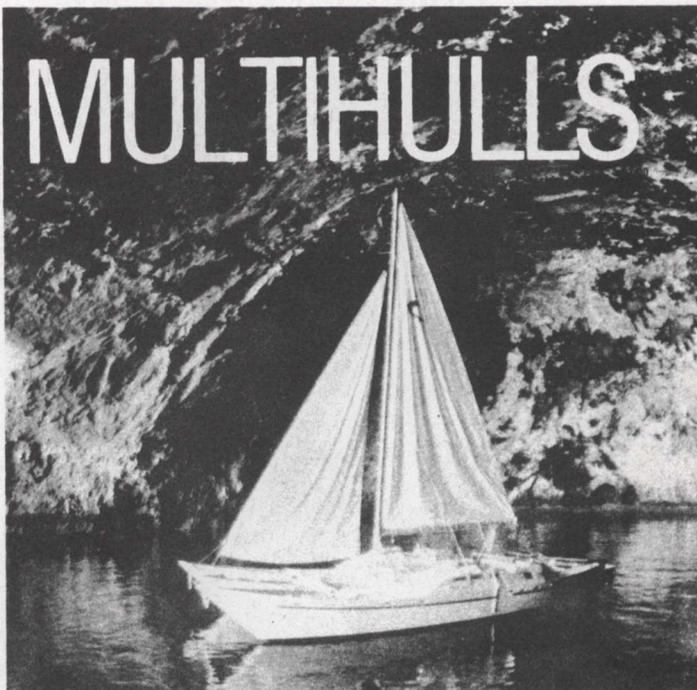


## **Tiki Deck Tents & Trampolines**

Trevol Business Park, Torpoint,  
Plymouth PL11 2TB.

Phone (0752) 813312 Fax 815465

# MULTIHULLS



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

### SUBSCRIPTIONS

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).

	1 year	2 years
U.S. Surface	\$18.00	\$32.00
Foreign Surface	\$22.00	\$36.00
Foreign Airmail	\$39.00	\$75.00

421 Hancock St.  
Quincy, (Boston)  
MA 02171, USA Tel: (617) 328-8181

Payable in U. Dollars, bank draft  
International Postal Money  
Order or Visa/Mastercard

# IMAGINE MULTIHULLS

**TIKIS IN G.R.P. - KIT OR SAILAWAY**

PLEASE SEND FOR DETAILS TO  
OUR NEW ADDRESS



Trevol Business Park  
Torpoint, Cornwall  
PL11 2TB  
(0752)815000

**CONGRATULATIONS BOB & DANNY BEGGS**

**FIRST TIKI TRANSATLANTIC**

**PLYMOUTH - BELIZE 1990**

PLEASE FORWARD or return to: Sandy Turner, Foss Quay, Millbrook, Torpoint, Cornwall PL10 1EN, U.K.