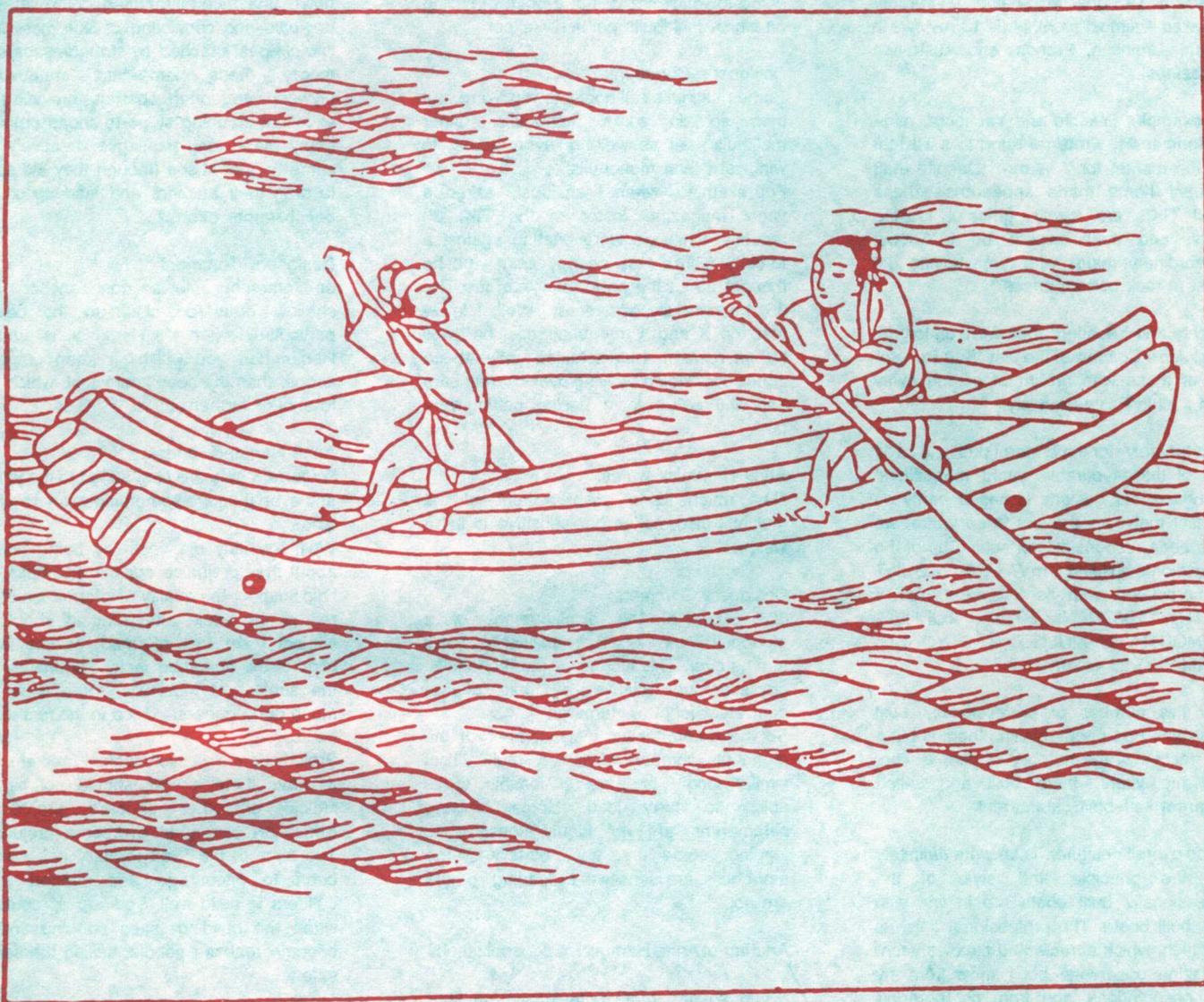


# The Sea People



## SAILORMAN



### "SEA PEOPLE"

Do you know we have the same word in Japan? We say UMIN-TYU. UMIN means sea and TYU means people. The word is only used in the most Southern part of Japan, OKINAWA, which had been an independant country called RYUKYU until conquered by Japan in 1609. I want to tell you some more about the UMIN-TYU. They say "I don't use a bigger boat than this one because it is natural for me, a single person. His boat is 5m long and 0.8m. He uses this boat even to catch fish bigger than himself. The UMIN-TYU live a very long life, 80-100 years! They live in a natural way like other native Americans or Aborigines, a very peaceful life.

NAKA MURA SHIGE FUMI

Jim  
Column.

Over the last year, anyone who reads the world yacht magazines will note that Wharram Designs are being favourably reviewed - almost monthly (ie 13 reviews in British, American, French, and Australian magazines).

For example, "Yachts and Yachting", mid-September 91, wrote referring to a TIKI 26 (on the market for 7 years): "Despite their frequent home made appearance these small TIKIs are lovely, graceful looking boats, and their owners do the most extraordinary things with them having got afloat at rock bottom prices."

"Yachts and Yachting" then went on to print in full Jim's Column of the last "Sea People" - "For those who dream of getting away from it all in Polynesian style."

Unfortunately, for the general public, a large part of the favourable yacht magazines' writings of our designs is based partly on the fact that over the last three years, we have been responsible for setting up of the professional building firm WHARRAM BUILT and produced with its 3 groups (ANDY SMITH, DEVORAN: STEVE TURNER, PLYMOUTH: G MULLER & P YOUNG, GERMANY) 25 catamarans.

Now this number of professionally built Wharrams and people sailing them is but a tiny fraction of the number of people who, over the years, have built and sailed Wharram self-built catamarans.

As the overall designer, I can write definitely that the principle and style of the professionally built boats are in line with self-built boats. The professional finish is very high, which attracts and pleases yacht magazine observers, but I know from my own observations and from photographs sent to us, that many of the self-built boats have an equally high finish. So again, here is proof of the prejudice against self-built boats. On examination this is more an attitude of the Western life style philosophy than the actual performance of the self built boats.

A recent example of this prejudice is shown in a book sent to the PCA for review, "Ocean Cruising on a Budget" by Anne Hammick (ADLARD COLES). Naturally, I turned first to her comments on multihulls, pages 18-20.

Anne Hammick begins her comments on multihulls with:

"Like many monohull sailors I admit to being prejudiced against multihulls for offshore sailing. I neither have nor would wish to

cross an ocean in one.... many catamarans, particularly those with high bridge-decks, pound horribly when going to windward...."

Designer's Comment:

Some solid bridge-deck catamarans do pound going to windward. However, some don't, but also some monohulls pound terribly going to windward, equally, some don't.

Anne Hammick writes:

going to windward is "not a point of sailing on which multihulls generally excel."

Designer's Comment:

Some multihulls sail poorly to windward, but then so do some monohulls. Other multihulls sail as well, or even better, to windward than monohulls.

For example, when I anxiously asked a yacht magazine tester of the TIKI 36 recently, while we were beating against a force 5-6 in a very choppy sea, what he thought about the performance of the TIKI 36, he carefully answered: "Well, I know that the X and Y monohull designs (well known names), I have tested under these conditions, would be lying over on their ears and well reefed down, but not getting very far."

Anne Hammick writes:

"The much lighter displacement of the multihull also makes her sensitive to extra weight."

Designers Comment:

30%-50% of the displacement of a monohull is the necessary ballast to stop it turning over. This increases the monohulls' displacement relative to that of an equivalent length catamaran.

So the greater initial displacement of the monohull compared with a multihull of similar length has no relationship to its ability to carry load. Some cruising catamarans are not highly sensitive to loading, some are, and, equally, some monohulls are sensitive to loading, others are not.

Another of Anne Hammick's generalizations is:

"Even so, the most enthusiastic multihull sailors agree that in bad conditions the boat cannot simply be dogged down and left to get on with it as one would in a heavy displacement mono."

Designers Comment:

Relating to Wharram catamarans, on this subject she is totally wrong. John Bellenger on his ORO "PYXIS" has been roaming the world's ocean for 15 years and been "dogged down" in heavy gales. In 1955, I/we in our 23 ft. TANGAROA "dogged down" in a Bay of Biscay gale.

In 1979, Ruth Wharram, who has made seven Atlantic crossings, crossed the Atlantic aboard Tom Jone's 28 ft. TANE NUI. He/they dogged down in force 9 gales. Wharrams have in fact storm drifted in

severe gales for days at a time.

However, There is a time, varying with the wind and sea state, when it is better to steer the boat before the gale. This applies equally to monohulls.

With reference to Wharram Catamarans, Anne Hammick writes:

Ten years ago, every tropical harbour seemed to sport at least one of the unmistakable designs of James Wharram, (sorry Ms Hammick, there are many more now), unashamedly based on Polynesian originals and consisting of little more than two canoes attached by stout crossbars. In theory, these home-built craft, usually plywood and often spartan, providing an excellent stepping stone to cheap cruising. Many made long passages, relatively few came to grief at sea (though they did seem to drag their anchors and land up on the beach rather often)."

Designers Comment:

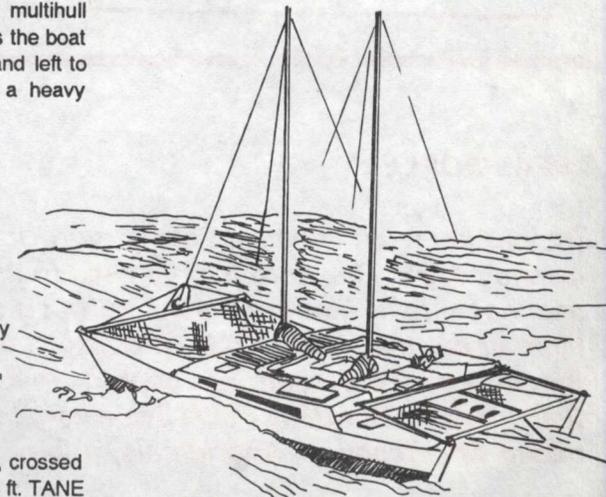
do remember, folks, don't anchor your shallow draft too close to the beach, particularly when Ms Hammick is around! Remember, you will hit it when dragging sooner than the deep keel yacht, which has to anchor further out.

Anne Hammick ends:

"Wharram cats are best suited to the young and even then are something of an acquired taste."

Well, the lady did begin by being honest about their prejudice against multihulls, but I did suspect the quality of information in the rest of the book, after reading about the subject I am well informed, as she is so blind to the observed facts. Fortunately, off the subject of multihulls, there is in fact much good general advice in the rest of the book.

Prejudices are a psychological problem. We all have them; so we should not be too critical of other people's prejudices. Education can often overcome prejudice. The aims of the "Sea People" has always been to encourage and support self-builders to build well. So keep up courage when the building takes so long and to become real sea people, sailing the sea in safety.



Running before heavy seas - TIKI 36 by Wharram Designs

# The Sea People

The Magazine of the Polynesian Catamaram Association

# SAILORMAN

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## Editor's Note

*Old Mother Hubbard  
Went to the cupboard,  
To fetch her poor dog a bone;  
But when she got there  
The cupboard was bare.*

PCA funds are low. The cost of printing has increased by 50% over the past two years and postage rates have gone up as well. Our reserves are now low and we have to reduce costs to the minimum. To this end we have taken the following steps:

(1) Reduce Printing Costs - Adrian Honeybill has taken on the not inconsiderable task of typesetting the Sea People. This will allow us to provide the printers with the finished artwork ready for printing. By eliminating photographs and colour on the cover, costs have been further reduced. our thanks to Cornwall Litho, our printers, for their co-operation.

(2) Reduced Postal Costs - We will now produce 3 copies of the Sea People scheduled for March, July and December. The March issue will contain the AGM report, subscription reminder, and membership list. Each magazine will be 20 pages long, thus keeping them within the 60 gram postal rate.

These measures are seen as temporary and how soon we return to our previous format will depend on membership subscriptions arriving on time (April) and increasing our membership numbers. Please check that you renew your membership after receiving your March magazine. If possible pay by standing order (contact our secretary Chris Sands for details).

I hope members will recognise that while the form of Seapeople has changed, its content has not.

All the best for 1992.

Andre Viljoen

*The Sea People has been edited by Andre Viljoen with the assistance of Adrian Honeybill, Anne Kennedy and Martin Young.*

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COVER DRAWING

Japanese raft from the Muromachi period with crossbars inserted through the logs. The Sea Craft of Pre History. Paul Johnstone

# Ocean Cruising



*All's well that ends well..or so they say.*

TWO ARTICLES BY GEORGE LUNDGAARD, EDITED BY MARTIN YOUNG

George Lundgaard has completed his first transatlantic crossing in "Nina" a TANGAROA MK II. Reflecting on the voyage in the sunshine of Martinique, he agrees that the most important—and arduous—part of the trip is getting ready, and making sure you and your boat can cope with any circumstances.

Some people do take a long time before they jump, even when everything is physically prepared. Trusting one's instincts is fine, giving in to fears of your subconscious is not. Telling the two apart can be difficult—especially when it comes to explaining the subtleties of your ID to a crew that is itching to be off. But preparing for an ocean crossing is above all preparing yourself. This is a gradual, mental process which takes place alongside honing your sailing skills; working out the practical problems associated with a crossing, and checking your ship, your crew and your provisions.

I consider a well built Wharram as safe as any boat. Yet checking is vital, both before and during the crossing—too many boats try and solve old problems in their last port of call, and stories abound of ships with inadequate provisions, spares....even water! Conditions at your destination must also be taken into account, the more so if you are planning a long stay. Technical services and yachting items that are taken for granted in the UK may become scarce and expensive abroad.

And then there is the decision of how and when you are going to return. The best route from the Caribbean to Europe is via Bermuda and the Azores, crossing the Sargasso Sea with its weed and calms, then moving along the border region of westerlies. People who have taken a year off to "do" the Atlantic do not have a choice, but most of them end up regretting the hurry.

My own crossing of the Atlantic nearly failed before it began, and most of my trials plus one near-disaster that befell me could, and indeed should, have been avoided. The place I should have avoided them was Millbrook.

"Nina" was completed some nine years ago and is both sturdy and well built, her timbers conforming to NARAI specs. Her second owner changed her beams, built cabin tops over the after bunks (a good idea) and

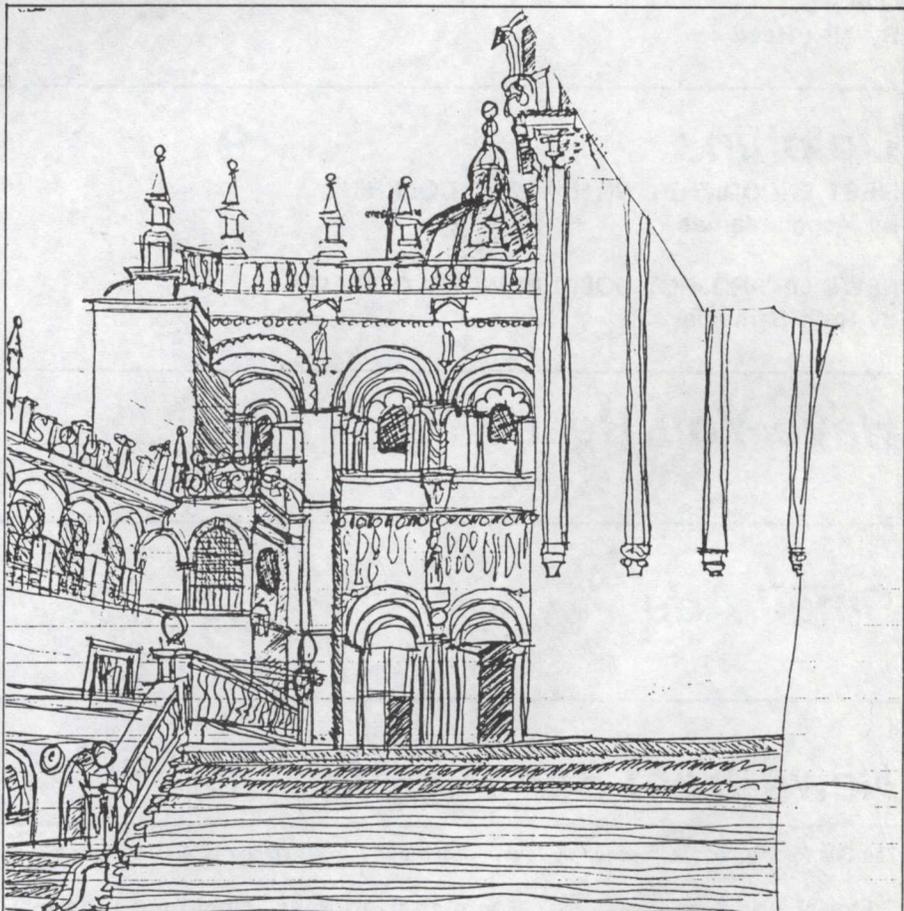
changed the rig from ketch to cutter. In doing so, the size of the main was left unaltered, which means that "Nina" is markedly under-rigged. Other changes had been left uncompleted, making the job of turning her into an ocean cruiser a substantial one.

My major contributions were to build a catwalk; install roller reefing; buy a new set of sails, 78W of solar panels, an extra battery, a second-hand Sat-Nav, a short-wave radio receiver and a gas oven: finish building the galley and installing an electrical system.

Shortly before departure, "Nina's" 28HP outboard proved to be corroded beyond

repair. A replacement was beyond my financial reach, so, figuring I could make do with an engine range of 8–10 miles, I bought two 3HP electric engines and two extra batteries. This, I thought, completed my preparations and off I set for Portugal.

Having reached La Coruna, I was trapped for many days by fog and calms. When I finally did get going, it took me six hours to cover as many miles out of the ria, but then the wind came, backing to the NE giving a downwind run to Muros. There was one bad moment under the cliffs of Cabo Finisterre when I was hit by a squall that made "Nina" race along at 10 knots.



About 40 miles west of Cabo Finisterre lies one of Europe's Great medieval Pilgrimage cathedrals, Santiago de Compostela. A network of routes, "The way of St James" (Santiago), link the cathedral with most European cities and pilgrims have travelled there since 12th century. Santiago is easily reached by bus from most ports of Spain's NW corner. A couple of days can happily be spent exploring the living city rich in medieval and renaissance architecture. The sketch above shows the South porch of the cathedral, dating from 1078 or 1103 AV

The bow wave came over the bulwarks, and I was afraid that the steering lines would break.

Muros is very pleasant with a nice beach close by. There I met the couple from "Te Rapunga", an oversized TEHINI, and enjoyed beach life for the first time in two years whilst working on all the extra jobs that had shown up during the trip. These included fitting an engine transom to allow me to use the engines simultaneously—and from a fixed position as they proved to be a major source of compass deviation.

Then came the wait for a suitable wind to carry "Nina" to Leixos, outside Porto. It didn't last long, and I lay becalmed for most of a day, before it picked up rapidly and I decided to put in at Viana do Castelo. Outside the harbour, I lowered the main and started both engines, pointing as high into the wind as possible. "Nina" was performing well with the combined drive of both motors and 3/4 genoa until one engine packed in and I had to find a rapid alternative to the yacht harbour with its long narrow entrance and swing bridge. I was grateful that the engine had packed up sooner rather than later!

Viana was surprisingly nice, with pleasant, helpful officials. Five days went by whilst again I waited for wind, but it came and I headed for Povoia de Varzim. Motoring into the harbour, both engines decided to give up and I was reduced to drifting back towards Viana until I got a tow from some fishermen in exchange for a bottle of wine and 1200 escudos.

Povoia is far from attractive, and I kept a keen eye for any wind that would take me to Cascais, 170 miles South which should not require the use of an engine. Once there, I could go to Lisbon to search out a 5HP outboard – the electric ones proved useless, the control heads were not watertight and the circuit boards are very sensitive to water and are prone to corrosion. The UK distributors of Monn Kota engines were subsequently to claim that the engines were not suitable for a salt water environment. I think that I would have remembered that statement.

On the plus side, the Sat-Nav and autohelm are proving great investments, and by using the roller reefing, I can set the genoa 7/8 out to compensate for the fact I specified it one foot too long and it won't clear the cabin tops when fully set. The solar panels are keeping up fine with the electrical demands, except when I use the engines to get in and out of harbour, a problem that has now apparently solved itself!

Finally, the wind came although it was fluky and right on the nose. In one day I made good only 5 nm, and the following afternoon the wind died altogether. I was by then still 8 nm from Cascais and negotiated with a fishing boat for a rather pricey 3,000 escudos tow. When we got into harbour, I

was dumbfounded to find the captain demanding 30,000 escudos. I had no doubt about our agreement – my Spanish and Portugese are both quite good, and we also made signs with our fingers. At no time did I see 30 fingers on his hand.

The next day, the matter was solved in the harbour master's office. The skipper was surprised that I could state my case in Spanish, and he was reprimanded by the port master. On his advice we settled at 10,000 escudos, the alternative being a Tribunal Maritimo and the arrest of my boat until its conclusion. It is not the most auspicious of arrivals, but I was perhaps unlucky to meet a gold-digging captain, and whose fault was it that I was being towed in the first place?

The only weakness of Cascais is that it is open to the South. Still it was nice to pick up mail, although it brings home the cost of such a venture – the relationships that you leave behind. The Polynesian saying that you die a little every time you say good-bye is very true. I spent time in Cascais painting and taking note to get some proper charts – the Imray guide is excellent giving much more detail than large scale charts, but should not be a substitute.

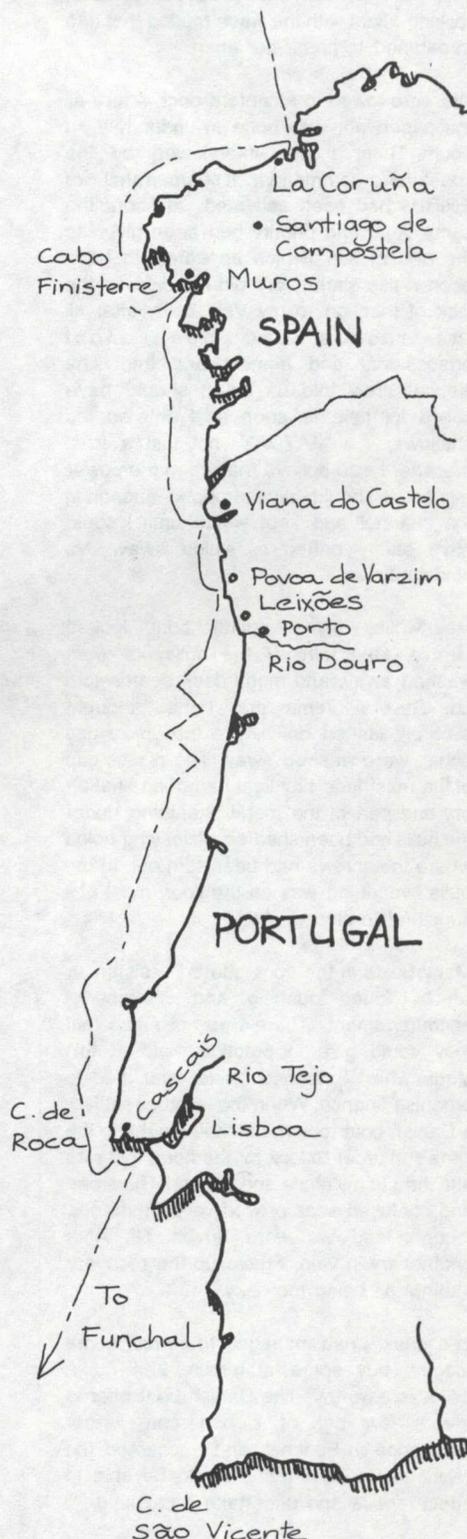
Fretting about import duty, availability and finance meant that I still hadn't acquired an outboard when predictions of a force 7 cleared the place. I had been told of recent 80 knot winds causing a lot of damage with near vertical waves in the shallow waters, so I followed suit. I decided to motor into the Tejo river and was amazed when the engines gave up at the river entrance – this time I had unexpectedly run out of power. I was drifting with the tide past islands of sand banks and was caught between them and the Atlantic swell. The rollers became nasty, and I could hear breakers all around me in the darkness, so I threw out my 70lb CQR over the side and retired to my bunk – I could find no safer place, nor anything better to do until sunrise.

Every five minutes or so a roller would break close to and then over "Nina". The anchor chain would become taut with a jerk that made the whole boat shudder. After one big breaker swept the entire boat lengthways, I decided to see how the cockpit looked full of water so I opened the bunk hatch....Just in time for another wave to demonstrate what my bunk looked like full of water.

At 5am, the motion suddenly became much less violent, so I assumed that the anchor must have dragged and went on deck. I was wrong, the anchor had not dragged instead it was gone with the chain and fastenings, ripped out of the boat leaving me with just a few bent half inch bolts. The wind was feeble despite the massive rollers, and the roller reefing had seized up. Under the main alone, I could not make steerage way and I soon took the bottom.

I called on the VHF. No reply. I activated

my EPIRB. Being practically in the suburbs of Lisbon, I fired a parachute rocket. No reaction. Then I dropped the big anchor and tried to drive the boat further up onto the beach but without success. "Nina" seemed to prefer staying broadside onto the waves. The thumping was so bad, that I decided she must be lost and started collecting items to take with me in the dinghy.



"Nina's" route down the Western coast of Spain and Portugal.

Around 7am, I saw a coastguard cutter approaching the lee side of the island. An officer waded out to me and said that in view of the shallow water, a rescue was highly improbable. However, as the tide fell, the pounding slowly diminished, and I was suddenly quite optimistic about the chances for salvage. The lifeboat nosed around in the shallow waters before shooting over a line. Very gently, "Nina" was pulled clear, rocking afloat with the wave motion that had threatened to break her apart.

We were towed to Alcantara dock where all the paperwork was done in under half an hour. Then, I was interviewed by the coastguard commander. It seemed that two EPIRBs had been activated at about the same time, and priority had been given to the one at sea (which appeared to have been a false alarm). We did not discuss the lack of reaction to my VHF calls, after all the rescue had been most professional...and friendly...and free! The lifeboat crew told us that I should have called for help as soon as I entered the shallows - a MAYDAY, not just a PAN message. I also believe that when the power ran out, I should have dropped anchor in the channel and kept watch until I could have safely drifted or sailed away. Ah, hindsight.

Meanwhile, my beautiful boat looked terrible. One third of the bulwarks were washed away, and many deck boards torn up. Several items that I had thought securely lashed down, like the spare gas bottle, were washed away. The plastic cap of the masthead nav light had been shaken off, and part of the metal sheathing under the hulls had been sheared off leaving holes where the screws had been torn out. In the hulls everything was on the floor, most of it smashed to pieces.

Many boats in the dock offered assistance, which I found touching, and a source of encouragement. There was not much that they could give in practical help at this stage whilst I cleaned "Nina" and tried to organise finance. When the weather settled, a Danish boat took me in their dinghy to the shoals in order to look for the buoy that was attached to my chain and anchor. The steep and confused seas proved very dangerous though, and we were driven off. After another try in vain, I gave up the recovery attempt as being too risky.

In a week, I had managed to borrow some money, buy some materials, and make "Nina" seaworthy. The Danish boat offered me a tow out of Lisbon and further assistance in Funchal, and I accepted the offer, now certain that I would be able to effect repairs and undertake a crossing.

On the way to Funchal, I had westerlies for 10 days, but only once did I have to heave-to. Further damage in the form of a loosening cockpit floor and a delaminating boom made me cautious about beating too hard to Funchal and when I was due East,

I turned for Santa Cruz and ended by staying three months in the Darsen Pescara, a safe and free harbour with a good supply of materials and services. I started looking around for a second hand outboard, but they proved hard to come by, so I ended up buying a new one. 8HP proved quite sufficient, and the engine worked to perfection.

The cost of repairs came to more than the cost of the outboard. If only I had got myself one in Millbrook, I would have saved a lot of money, sailed a lot more safely, the trip would have been easier and I could have seen a lot more places instead of being harbourbound or passing places by because of tricky entrances.

The repairs complete, our crossing started by the second week of January. The winds were perfect, always with an easterly component, never above force 5. Despite a couple of days of calms, and weak winds for the final week, we made more than 3,000 in 29 days - not bad for "Nina".

By mid-December, there were winds of force 8 around the Canaries, and of force 10 in the last 500 miles to the Caribbean islands. Perhaps 1990 was unusual met-wise, or perhaps there is a point in sailing only when the trade winds are settled. Thus, the Portuguese trades should not be trusted beyond August, and the crossing not initiated before mid-December.

We broke our journey at the Cape Verde Islands, a small detour, and well worth the effort. The islands are unique, the people friendly, life is relaxed and the scenery grandiose. The "boat-boys" with a few

exceptions are a nice lot, quite innocent by comparison to the shameless money-grabber we met at Soufriere on St Lucia. Tourism will probably find its insidious way here as well, so go now!

On the long legs, you soon adapt to routine and then your body seems to slow down and time pass amazingly quickly. We spent little of the time actually steering, preferring to leave that to the Autohelm.

The sea was surprising, the swell never seemed to come from a constant direction, and it was empty. No whales, no sharks and only a few dolphins in the last week. Pieces of litter were the most common sighting, leading to thoughts of the sea with far worse things. There was only one boat too, a freighter that gave us a nasty surprise - running exactly on the reciprocal of our direct course. Other boats did report seeing ships, all way out of normal shipping lanes.

So am I prepared for the return leg? Well, no. The loan is still there, waiting for me to earn some money. There are still things to do or improve. During their crossings, quite a few boats lost their means of propulsion (dismasted, torn sails etc.) and were saved by ham radios. I am considering getting one, the safety factor aside, it will save money calling home from abroad, and you can send messages when on passage.

After the crossing, a curious sadness lingers. Maybe because it was a great experience, a happy time which can never be repeated. Or maybe it is because you know you will never again meet most of the fine people whose paths crossed yours, and whom you came to call friends.

**SCOTT-FREE** Foss Quay, Millbrook, Torpoint, Cornwall

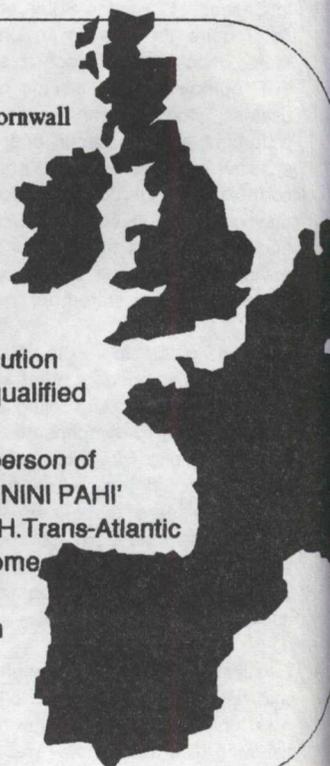
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Ocean Master Qualifier, or just for the experience of participating in the planning, provisioning, and execution of a 500+ mile passage, in a well found yacht with qualified skipper.

Four berths available, significant reduction for 2nd person of a couple. The fully equipped ORO class sloop 'MANNINI PAHI' will sail from Plymouth to Spain/Portugal after the S.H. Trans-Atlantic start in June, and the two week cruise will include some 'pottering' in one or both of these countries.

April/May UK, July in the sun, and late August return to UK sailings are also available.



# Coastal Cruising

## Alongside the Grizzly Bears and Pink Salmon

In *Sea People* No15, Pierre la Plante described a 750 mile cruise down the St Lawrence River on board his HITIA 17 "Skua".

Now we move across to Canada's West coast, publishing notes from Ed Beard's experiences along the shores of British Columbia, including a 600 mile cruise. Ed built and sails a TANE NUI called "Fireweed".

The sailing directions give the mileage from Vancouver to Pr. Rupert as six hundred and twenty three miles. We would have added a hundred miles at least to this. For a total of one hundred and fifteen hours we motored using a 1988 10HP long shaft Honda outboard engine.

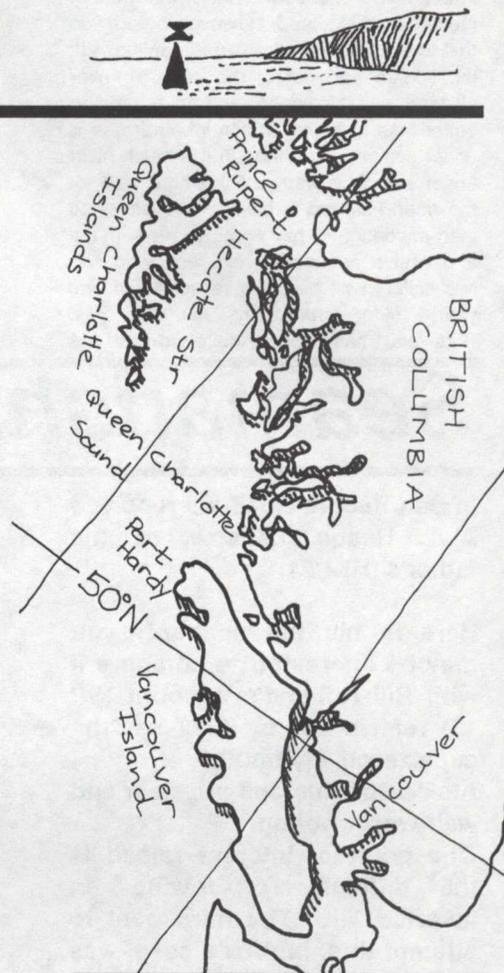
The weather was very good. We had only four days of rain out of a total of seventeen days and only one of those days was really miserable. The winds were very light or non-existent for most of the trip. Had only five part days sailing. In the summer the winds in the northern waters, during good weather, are predominantly NWly, slowly rising in the morning to twenty plus knots in the afternoon and falling off in the evening and calm by the early morning hours.

The BC coast is very rugged, with the mountains rising right of the waters. Because of this anchorages are not just everywhere. However there are lots of anchorages and with just a little planning, good anchorages can be had each day. The hills and mountains are clothed in mainly conifer trees, with a few higher mountains

stretching above the timberline with snow on them year around. Unfortunately clear cut logging is practiced here and there are many unsightly scars from this practice. If the Forest Industry has its way there will be many more in the not very far future. As I mentioned earlier there are so many channels, passages, etc. This gives a person miles and miles of waterways to be explored. Particularly north of Pt. Hardy a person could go for days without seeing another boat. I believe that a person could spend most of their life sailing our coast and still maybe have not been in every channel and inlet. Though to be honest it is not the best coast for sailing and a vessel needs some kind of power. It seems as if there is not enough wind or else it is blowing a gale, particularly in the northern waters.

In my way of thinking a person should have updated charts, Sailing Directions and Tide tables. It is conceivable that a person could become lost in some of these mazes. Also in some of the narrow and rapids the currents can be in excess of sixteen knots with whirlpools, cross currents, overfalls etc. and should be only negotiated at or near slack water in a low powered vessel. We carried twenty six Canadian Hydrographic charts, two sets of Tide Tables and two sets of Sailing Directions (southern waters and northern waters), which I considered to be the minimum for our trip. I also had two chart books. The total cost was in excess of three hundred dollars. I figure this is cheap insurance for "Fireweed". After all its quite a small price compared to the total cost of a persons vessel to say nothing of the labour in building her and the safety of all who sail in her.

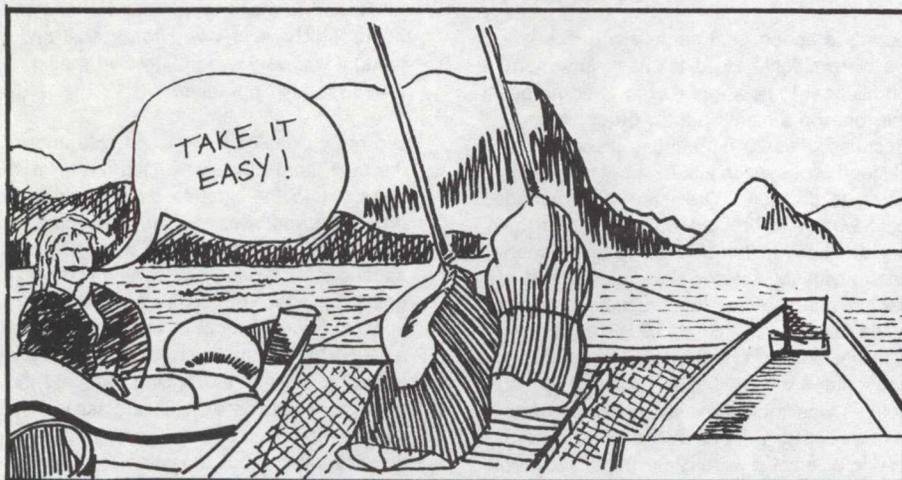
After we were back in Rupert, we sailed every chance we got. Just the weekends usually, as the children were in school. There was one trip we wanted to make very much. Had the charts all purchased and the



grub stowed in "Fireweed". Then the day before we were to leave, gale warnings were posted, so we cancelled the trip. A gale did in fact come in and the rain poured down for a week, so it was as well that we didn't go. It was up to the Khutzeymateen Inlet. The Khutzeymateen Valley has maybe the largest population of Grizzly bears in North America. In the fall they gather at the end of the inlet to feast on the large run of pink salmon, running up the river to spawn. Right now there is a fight going on between the environmentalists and the Forest Service, as a company wants to log this area. There is a Two year study going on and until the end of that time no development will be allowed. It would be nice to see the area before the logging starts, if in fact it does. Unfortunately, the almighty dollar usually wins over all other considerations. Though it is really sad that for a few million dollars an irreplaceable area is destroyed forever. Since then its just been sailing in Pr. Rupert Harbour.

Sometimes in gale force winds and rain to try and learn how to sail in those conditions.

"Fireweed" seems to have excessive weather helm. From the reading I have been doing recently, this is partly my lack of knowledge in how I should be sheeting the sails in the various points of sailing. Also in the way I had the weight distributed in the hulls. Too much weight forward. However, as I have the water tanks under the forward bunks (they aren't in use yet), I may have



it take some of the rake out of the mast or move the mast ahead. However, before I do that I will do some more experimenting with the sheets and set of the sails. I'm well pleased with "Fireweed" and enjoy nothing better than to be out in her, whether she is under sail or power, though it is much nicer under sail. She was just the right size for me when I started to build. However, since then my daughter has come to live with me and I have acquired a girlfriend who has two children of her own, a year and two years older than my daughter. So "Fireweed" has become quite crowded. As

the children usually spend most of their time below reading or playing games, Jan and I have the deck to ourselves. The younger generation think we are nuts in enjoying sailing rain or shine, moderate gale or gentle breeze.

*During "Fireweed's" cruise it was reported that her radar reflector (type unspecified) "put out a good reflection from 4 miles away". At sea that gives a ship travelling at 15 knots only 15 minutes to take appropriate action. - AV*

# Seamanship



**In Sea People No15 we reported Alex Heads capsized of his father's TIKI 21.**

**Here is his full account; you may be interested to compare it with Bill Holland's account (SP 13) referred to by Alex as "the capsized off Plymouth".**

**Alex's Conclusions are clear and well worth noting.**

**One point of interest raised is the difficulty of towing an inverted TIKI. The third boat to attempt this, in Alex's case, was a skiboat with a 115 HP out board - and it managed only 1/4 of a knot. Bill Holland was more fortunate - he was towed ashore by a 50' dockyard workboat.**

I'm Alex Head, aged fifteen, and I've done quite a bit of sailing before. I've been across the Channel a couple of times, with my father, in monohulls and last year we bought a Tiki 21. The year before that my father built a Hitiia which I enjoyed sailing and was very impressed with. I've done a fair bit of sailing on the Tiki 21 itself and I'd been on trips with my friend Richard Moore which were really good fun, across to Falmouth and up the river to Devoran.

On the tenth of July we set off in the afternoon at about two o'clock, myself and two friends, Mark Allen and Richard Moore, who are both sixteen and this was like an ordinary sail. The wind was quite strong, I think it was about a force three, gusting four at times, which is quite a strong wind for a Tiki 21. We went out about ten or twelve miles right past St. Anthony Head and on the way back we were clocking about fourteen knots some of the way, which was very good. It was very gusty because a northerly wind was coming over the headlands. We came into the mouth of the river at about eight knots, my two friends were down to leeward sitting in the hulls and I was up to windward.

The main sheet wasn't in my hand, which was a fault, and it should have been. There was a gust and it just suddenly went in a couple of seconds. I didn't have time to bear away like you should do in a catamaran or let go of the main sail, so we just went straight over. Everything on board went over, which we had to collect, and one of my friends, Mark, panicked quite a lot. He had a big woollen jumper on and that started to swallow him up a bit, so Richard helped him and we managed to get a life jacket out of the front locker where they are always kept. We put that around him and he got on to the trampoline and we sat on the hulls. About five minutes later a Drascombe Lugger came with a man and a woman in it. The man had done quite a bit of sailing himself so he was no idiot. He had a knife on board so that we could cut the fore stay, which I had luckily read about in one of the articles, in fact about a Tiki 21 capsized, off Plymouth. He cut the fore stay, luckily I knew how to do that, although this took a long time. It was under so much tension and the knife was quite blunt as well. This took about half an hour, partly because it was half submerged and you couldn't see what you were doing and even in July it was quite cold.

I knew the Drascombe Lugger wouldn't be able to tow us in as it only had a four horse power engine. Because the catamaran's hulls are shaped to rise when they are the right way up, they would dig in when reversed.

Luckily a speed boat came along to see if we were alright. He didn't have anywhere on his boat to tie a rope centrally so he put the rope on a cleat on the side of his boat. Because it was a flat bottomed boat it just skidded so I wasn't sure what we were going to do then. The man in the speed boat went and brought his friend from the beach about half a mile away. This man was obviously a water skier and he had a ski pole in the centre of his boat which could tow us. He had a 115 HP engine on his boat and he chucked us a line which I tied onto the front beam hoping it would hold. I was a bit wary about this as there was obviously a lot of drag and he started towing us and we weren't moving anywhere. I think he was on about three quarters

throttle. The propeller was working so hard it was kicking all the water up over the trampoline at a rate of about five knots, so I thought we were travelling really fast. When I looked back I could see we were only doing about half a knot. It took us an hour to get in to a beach which was about four hundred yards away. There were closer beaches but they were all rocky. I didn't want to go in there.

We got back to the beach about an hour later which was quite a long time and the engine had been submerged and all the stuff had floated out of the hulls, the life jackets, and a few of the floor boards which we had to hold on to. We'd had to hold on to the trampolines which was difficult because it was very cold and I was worried about the boat.

When we got back to the beach the hulls had started filling up with water, not so they would sink but they had about a foot of water in them. I undid all the rigging and tried to put it away. It was really difficult because I couldn't get underneath the hulls and it had got tangled around the trampolines. After about two hours we had managed to get the beams off and the trampolines and one of the hulls, which filled with water, turned upside down. A man came and helped us for about another hour, trying to get all the water out of the hull. We managed to lift it up the beach and then started to work on the other one. Turning it over made a slight hole in one hull, luckily it was above the water line otherwise it would have sunk. Also we cracked a bit of the cockpit. We took everything up the beach, dried it off and managed to get the engine started which had been under water for about an hour and a half. After we had dried everything off we started to put the hulls back upright and just made a simple raft with three beams. We put the mast around the two front beams and stuck everything inside the hulls which still had quite a lot of water in. It was getting quite late now and my friend had to get back to work, which was a bit of a pain as we could have got all the water out and started to mend things.

We motored back to our mooring, which was about half a mile away and moored up. I then had to make the dreaded phone call home which went down really well and I thought was very good of my Dad seeing as it was his boat not mine.

We got picked up all wet and cold and for the next three days we cycled ten miles to go down to the boat to try and get it all organised and save my Dad as much work as possible. It was his two weeks holiday starting the following day and he was really upset because he couldn't sail. We went down to bring the boat in, to take it back for a few little repairs such as the hole and replacing a bit of the rigging, etc. By this time I had started work in a place on the Helford, on boats, so unfortunately I couldn't help my father do up the catamaran. (Contd on p11)

# Dolphins



As the Wharram's 63 foot GAIA nears completion, all in Devoran are champing at the bit, restlessly working towards the day when GAIA will be following the wild dolphins.

Here Maggie James (who can be contacted at Truro 864906) describes her emotions after her first swim with a free dolphin.

When I first knew I would be going to Dingle in Ireland, I was very excited because that's where Fungie the wild dolphin lives. Even though he'd been there for 8 years I had to keep telling myself that I might not see him, so as not to be too disappointed..

We arrived at Dingle and by coincidence were staying at the same place as Virginia Farrow, who has been Fungie's constant companion for most of the last 6 years.

At 7am the next morning we set off across the heavy dew soaked fields, and as the daylight was breaking saw the fin of a dolphin in the bay...magic...

I was about to realise a lifelong ambition, so with great excitement I ran into the Atlantic and, in water only up to my waist, saw Fungie surface between myself and Virginia. I was stunned and nervous all at the same time. I didn't expect him to come so quickly and in so close, and he was so enormous, I honestly didn't realise he would be so big...

After warming up my wetsuit accidentally, I watched him cautiously for a while. He was swimming with Virginia and obviously knew her well. Having spent the rest of the day watching him closely, performing for the pleasure boats, I went in again the following morning. He was there again, with that happy smile and beautiful wide kind eyes that looked as if they'd lived a thousand lives before. His message to me was clear, love, magic, joy, wonder, and a calm gentle humbleness overtook my whole being when I was with him. I treated him with respect as he didn't try to touch me. He came within 1/2" when we were swimming together. He brought fish for me to see, and when we played with a paddle he would chew the end as I swam in circles with it. My daughter was towed by a boat and he dived and swam beside her. We had fun for a whole week. It ended all too soon. I didn't want to leave him.

My life has definitely altered since the meeting, a lot of things fell into perspective. My body is here functioning, but my SPIRIT is with him, wild and free... I will be going back to Fungie and Dingle very soon. I hope he will still be there...

My encounter with this wild dolphin has only strengthened my resolve to increase my campaigns to protect them. I have for 20 years fought to save them, but on paper

only. I would like to see a Dolphin Advisory centre set up, where people can obtain vital information and assistance whenever dolphins become stranded on our shores. A speedy knowledgeable action service, which we do not have in Cornwall at the moment.

There are two books available on Fungie:  
1. The Dingle Dolphin by Ronnie Fitzgibbon,  
2. Irelands Friendly Dolphin by Sean Mannion

There is also a film and video that I can recommend.

The contact in Ireland for Fungie is:  
"Seventh Wave"  
Dingle, Co. Kerry,  
Ireland. 066 51548

They hire out gear you might need to swim with Fungie.

Sea Shepherd in UK and also America are doing a lot to save dolphins including dolphins in captivity. They are an organisation worthy of your support. Unlike Greenpeace, who also are doing good work, Sea Shepherd is a totally voluntary set up, with no paid workers. Their address in USA is:

S Shepherd, Box 7000, Redondo Beach, CA 90277.

They issue logs every quarter bringing you up to date with their activities around America. This is in the form of a colour newspaper and they do not censor the nasty bits, which I think is a good thing when running a campaign such as theirs. Richard Green runs the UK office and his address is:

S Shepherd UK, PO Box 5, Ashford, Middlesex TW15 2PY

**News from Ruth Samuels of Dolphin Project Interlock USA, PO Box 687, West Palm Beach, Florida 33492.**

I have received some unfortunate news recently that I need to share. "Project Interlock" newsletters have been temporarily put on hold by Wade Doak, in New Zealand. He has been caught in a financial crunch. The New Zealand Natural History Unit, which was financing two films for him, had to cancel. Wade wrote to me that the country's whole economy is in ruins and they ran out of funds. When Wade is able to send out the newsletter, it will be sent on to you for you to enjoy. It just may take a few months.

I will continue to send out highlights of previous encounters which have not been distributed before and any dolphin news that comes to my attention.

Occasionally I receive requests for names and/or addresses for a variety of dolphin information. I also request contacting:

Dolphin Data Base  
PO Box 9925  
College Station  
TX 77842

(409) 690 0294

## Have you read?

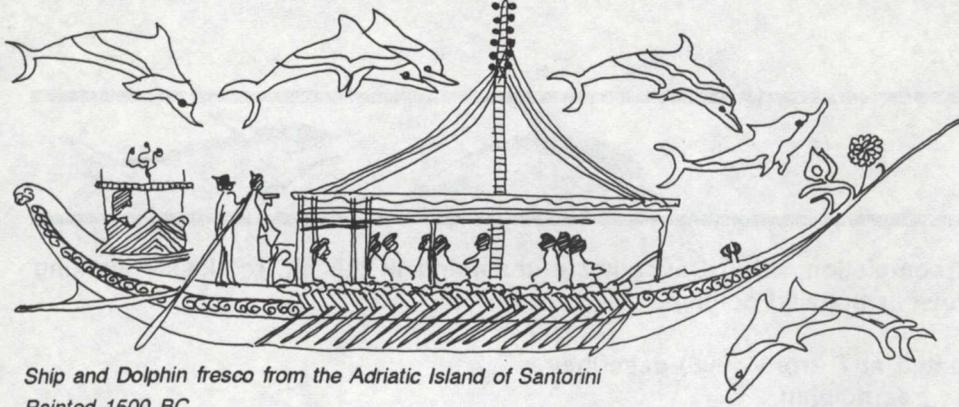
**"The Greenpeace Book of Dolphins".**  
Main text written by Kieran Mulvaney and edited by John May (Century £16.99) is in our opinion the best all round book on dolphins.

It does not cover the human/dolphin experiences, of which many books have been written, mainly those by Wade Doak in New Zealand and Horace Dobbs in Britain, and others.

However, it covers everything from the Evolution and Family Tree of Cetaceans to their Behaviour, Social relations to Intelligence and Communication.

It then describes all the individual species in full (there were more than I had realised), their distribution with detailed maps and marvellous photos. It ends with the less known estuary and river species, like the Yangtze Baiji, first mentioned in Chinese records 2000 years ago.

The next chapter deals with the human threats: fishing, hunting and environmental disruption with, again, a special four pages about the Baiji, the most endangered of all species - showing the extraordinary attitude and awareness of the people living along



*Ship and Dolphin fresco from the Adriatic Island of Santorini  
Painted 1500 BC*

and on the Yangtze.

At various points of the Yangtze, there are now Baiji Conservation Associations, people being educated to help and protect them through magazines, films, postage stamps, even beers, hotels, shoes, and toilet paper bearing the Baiji name, which has become a household name.

Whether the artificial reserves will be the same as the natural river habitat may be in question, but with the enormous traffic on the river, this is probably the best that can be done. It could be an example to other countries.

These chapters in the threat by humans, the deaths through illnesses caused by pollution, of which the fate of the belugas in the poisoned St Lawrence river in Canada seems one of the worst (there are fears that this population of belugas may never recover from the devastating effects of pollution, are heartbreaking reading. It also makes one realize, that not only the dolphins are dying but in fact great parts of the originally life giving ocean is dying.

These chapters on mass destruction follow two controversial ones: the military use of dolphins and captivity.

The book ends with actions done by Greenpeace to make the world aware of the plight of the dolphins and whales to stop the driftnets, pollution, mass killing etc. This book should be on every cruising boat, as it is so full of information and with its glossary, classification and index a reference book on every voyage.

A small, but also useful book for boat people was sent to me by Tom Miliano, our American agent from Florida: **"Marine Mammal Anatomy and Behaviour: A Boaters Handbook"** (produced by Mote Marine Laboratory).

It seems to me mainly directed towards the West coast Inland Waterways of the USA, but surely useful also to other boating people.

I don't know where one can get it. So, if interested, it might be best to write to Tom Miliano, PO Box 35177, Sarasota, FL 34242.

A quite different book, but on the same subject, was also sent to us for review: **"Dolphins, Porpoises and Whales of the World. The IUCN Red Data Book"** compiled by Margaret Klinowska (published by IUCN in Switzerland) costing £30.00. The Red Data books are designed to provide an inventory of threatened species and to focus attention on the Earth's vanishing wildlife.

With 430 pages, it is much more extensive and detailed than the "Greenpeace Book", but with very few small maps and no photographs its chief value is as a scientific reference book. It is more useful to scientists and students than the average sailor.

For two books on the DINGLE DOLPHIN in Ireland, see Maggie James' description of her own experiences.

—Ruth Wharram—

**Book: The Cruising Mate's Handbook**  
**Author: Joyce Sleightholme**  
**Reviewer: Anne Kennedy**  
**Publisher: Adlard Coles**  
**Price: £12.99**

The Cruising Mate's Handbook describes itself as "an all-round guide to the complete range of skills needed to sail a yacht safely and well". Previously published under the title of "The Sea Wife's Handbook". It is aimed at women who find themselves acting as cruising mate to their partner, though it is equally applicable to anyone whose knowledge of sailing is limited. As some one who fits the former description I was asked to review this book.

Its objective is to enable the mate to take an active part in all aspects of sailing and running the boat and to take charge competently in an emergency if necessary.

The book is easy to read and understand and touches on all the concerns likely to be felt by someone new to sailing ie danger at sea and sea sickness. It gives practical and commonsense advice on areas ranging from boat buying to sailing with children. The body of the book is devoted to the skills needed to sail a boat, starting with basics such as steering and dealing with tenders and later on covering navigation and tidal behaviour.

All sections are explained initially at a basic level so that even a complete beginner would have no difficulty understanding. Drawings are used throughout and these are clear and easily understood.

One section I found particularly useful was chapter 5 "How a boat sails" which explains this graphically and clarifies the different terms which are so often used in sailing eg gybing, reaching, running and beating.

Referring to multihulls the author states "an owner who has once had a catamaran rarely returns to monohull sailing". The peculiarities of multihull sailing are not dealt with specifically, but most of the topics discussed are applicable to multihull sailing.

*It is unusual to have three books about multihulls published within a short time of each other as the three late ones:*

—*"Multihulls for Cruising and Racing" by Derek Harvey, Adlard Coles, England, 1990 – 179 pages – £19.99*

—*"The Cruising Multihull" by Chris White, International Marine, USA, 1990 – 268 pages – \$27.95*

—*"Mehrrumpfboote" by Klaus Kurtz, Delius Klasing Verlag, Germany, 1991 – 171 pages.*

All are very well illustrated with drawings and photographs. Derek Harvey and Chris White were originally trimaran sailors. Chris White developed out of the Arthur Piver and Jim Brown school and then became a designer himself. Derek Harvey has sailed mainly catamarans and is now mainly a micro multihull sailor.

Klaus Kurtz started with a catamaran based on a Rudy Choy design, sailed many multihulls and later designed a proa, which he sailed on rivers and in the Baltic.

Both Derek Harvey and Klaus Kurtz cover the Wharram catamarans more than Chris White (understandable, as he is now a designer himself), who has only an odd comment or mention and a couple of photographs.

Derek Harvey and Klaus Kurtz devote some chapters to the history and pioneering voyages, while Chris White omits this completely.

Klaus Kurtz divides his book into the different types of multihulls: cruising and racing, including proas; construction methods; designers of self-build and production designs and a special chapter on seamanship, giving a good overall picture of the subject.

Derek Harvey has a very detailed list of contents, divided into very many subjects, which I found extremely useful for answers to the many questions ever asked.

Chris White's book lacked this, though there are plenty of references in the index.

(Contd. from p 10) I might be prejudiced, but I prefer Derek Harvey and Klaus Kurtz's Books. If you are fortunate and speak English and German, Both books are worth reading and including them in your library.

- Ruth Wharram -

Available from James Wharram Designs

Derek Harvey's - Multihulls for Cruising and Racing UK £19.99, overseas surface mail £20.99  
and The Greenpeace Book of Dolphins UK £16.99, overseas surface mail. Airmail Extra depending on country.

Ruth Wharram writes; As our tent suppliers for the TIKI 21 are retiring, we have just one tent left and ready for despatch. Anyone interested please contact:

James Wharram Designs,  
Greenbank Road  
Devoran  
Truro, Cornwall TR3 6PJ  
England  
Tel (0872) 864792

(Cont'd from page 8). Alex sums up: Mistakes and events leading to the TIKI 21 capsized:

- 1) Not sitting to windward
- 2) Boat very light carrying only a tent and anchor
- 3) Not taking precautions for gusts coming off headlands
- 4) Travelling at high speed, the apparent wind was brought far forward and so the sails were sheeted in hard, thus unable to spill wind.
- 5) The boat was carrying a new suit of sails and Alex was not aware just how much more powerful they were compared to their old suit.

Errors illustrated by the capsizing:

- 1) They carried only 2 life jackets for a crew of 3 and these were not easily accessible.
- 2) Flares were carried in the hulls and so not available after the capsizing.
- 3) The deck knife carried was not tied and so lost.
- 4) Their 4HP Evinrude outboard engine, even although it ran after the capsizing, later seized up due to water in the electric's. A service later repaired it.

## SMALL AD'S

### HITIA FOR SALE

Excellent condition, low mileage! Yellow hulls, red decks & Jeckells sails. Always stored inside. Now alas too small.  
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0752 844582

### ANNA BLUME FOR SALE

Editor's Pahi 26, well built, fully equipped for cruising, lying Algarve, Portugal.  
£5600.00  
Call Andre Viljoen  
081 299 0376

### FOR SALE:

**TANE 28'** marine ply sheathed, 4 berths (2 double under deck tent)  
4 sails, Yamaha 8 outboard, 12 volt electrics. Sound, fast boat.  
£2450  
Tel: Brighton(0273)463334

### BUILDING SPACE AND LABOUR FOR HIRE

Unemployed keen Wharram sailor with engineering skills and 40' long garage suitable for boat building for rent (or possibly a share in finished boat). One mile from Shoreham Harbour with its full yachting facilities. Very flexible arrangements possible—phone me with your ideas, thoughts etc.  
Nigel Sweet  
Tel: Brighton(0273) 453128

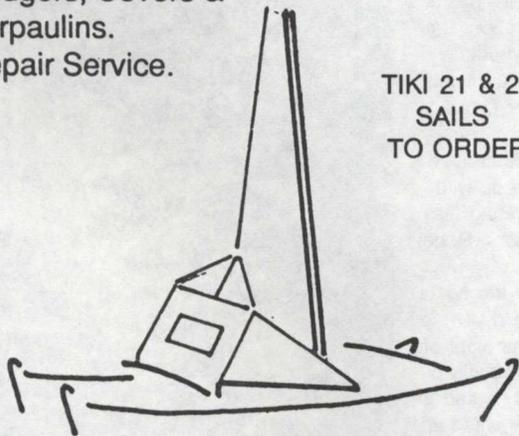
### PCA CREW

Wharramless man seeks position as crew for 1992 summer meet. Has owned TANGAROA and has coastal experience.  
Contact:  
Paul Ross,  
177 Union Street,  
Middlesborough  
Cleveland TS1 4EF

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Plymouth PL11 2TB.

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# News from Sea People

## BRITAIN

PCA SUMMER MEETING 1991  
by Chris Sands



After the success of last year's UK summer meet it was decided to repeat the Plymouth location in the south west of England. Regrettably, we did not have a repeat of last year's exceptional sunny weather but, in the main, the rain stayed away.

On Friday the 9th of August, the catamarans that had been trailered to the meet, (from as far north as Scotland), were assembled, launched and then joined up with the other craft. Whilst not having catamarans sailing up from Portugal as last year, we did have two members, Tom McCarrick - TIKI 28 and Jim Chapman - TIKI 26 who had sailed round from the East coast of England. A trip of some few hundred miles against predominantly southwesterly winds.

This year saw a predominance of TIKI class catamarans with TIKI 21s TIKI 26s both glass and wood epoxy, TIKI 28s and 31s along with a PAHI 31, a couple of TANGAROA's and a NARAI. PCA members aren't only Wharram catamaran owners. We were joined by Roger Cross with his newly launched, self designed catamaran Luna Cat One. Roger having been a CLASSIC TANGAROA 35 owner, wanted a smaller cat that he could live on with standing headroom, so he set to in the true Wharram spirit and designed and built his own soft wing schooner 24 ft. cat in just over a year.

By mid morning the gathering of PCA catamarans dominated the bay with a raft of boats over two hundred and fifty feet long. For the sceptics of catamaran manoeuvrability, three TIKIs that had formed a separate group up anchored as a raft of forty five feet wide and moved round to join up with main group.

The sun continued to shine, as the morning progressed with great exchanges of ideas, experiences, and inspections of other peoples boats.

Early afternoon saw the break up of the raft for our usual informal race. As usual, confusing race instructions/signals (as I was crossing the line I thought it was a good time to start the race) confounded most of us, but we all got around the same time so most of us were happy. This race saw TIKI 21s, 26s, 28s, and 31s taking part with V hulls, low aspect keels, soft wing, fully

battered and schooner rigs participating.

This race was predominantly a running/beating race, the areas in which catamarans are said not to excel. I am sure, however, that this race must have made many of the monohulls out sailing that day realise how untrue that was. Fair enough, we were not reaching at over double the speed of most monohulls, but our running/beating performance was as good as any similar size monohull that day, and we could drink without fear of spillage.

The beat home saw "Madgic", the bermudan rigged TIKI 26, slip onto the lead for a while, but only just. From then on the lead was shared by Jim Chapman's yellow TIKI 26 "Tikka", Alan Jewitt's Glass TIKI 26 "It's Slippery Sam" and Tom McCarrick's TIKI 28 "Image" and the schooner rigged TIKI 31 "Tiki Sunrise" of Philip Le Maitre following up close behind, with the rest of the fleet following close on her heels. The race being finally won by "It's Slippery Sam", second was "Image" and "Madgic" was third. I for one found the race very interesting as it proved to me that there was little to choose from between the different hull shapes or rig options. The main criteria seemed to be to keep the boat light, set the sails that you have correctly and be in the right places for the tides. So what's new? Besides the general banter about the starting rules, everybody taking part enjoyed the light hearted race. Roger Cross with his non Wharram own design, pocket 24 ft. cruiser, was delighted to be up with the TIKIs thus validating his own design. Well done Roger.

Late afternoon saw the boats slipping off back up river to Wacker Quay, the sight of last year's BBQ. Gradually many others joined us and a good BBQ and chat was had by all.

Sunday morning saw a certain amount of mist and a little wind, but this didn't daunt the PCA members intent on a good time. A group decision was made to "Admiral Sail" down to Drakes Island (it wasn't a race Tom) but as the PCA is generally made up of strong minded individuals, it wasn't long before the "Admiral's Sail" broke up into a ragged group. A pity really, as sailing at

a controlled speed, in a restricted position, calls for as much skill as going

fast as you can. It can be a very impressive sight, if done properly with as many craft as we had. Still, we all ended on or anchored just off the land side of Little Drakes Island and another BBQ commenced. By this time it was starting to rain, but master BBQ man Dave Hender, with the help of some magic water soon had the charcoal roaring away. The rain did dampen things down a bit, so people started drifting away during the afternoon, but not before most of us had agreed to make Monday a lazy day and for those that were interested to meet in Cawsand Bay by mid Tuesday morning for a cruise in company westward. This happened with some boats making it down to the Scillys as last year.

Another good UK summer meet - see you there next year.



By mid morning the gathering of PCA catamarans dominated the bay with a raft of boats over two hundred and fifty feet long.

**EAST COAST OF ENGLAND MEETING,  
24-27 MAY 1991, WALTON  
BLACKWATERS - BY RUTH WHARRAM**

This was the announcement I read in the PCA newsletter. Well, this would be something different, I thought, from the usual meetings in Cornwall, and I had not been in that area since an earlier East coast meeting many years ago.

It was organised by Tom McCarrick and Mike Wynn, who wanted to explore the Arthur Ransome country. I decided that I like to take part of it and asked Tom whether I could join in.

It was a pity that apart from Tom and his daughter Sarah, on his TIKI 28 "Image", Mike with Jenny and son Adrian on their TIKI 21 "Gratitude" and Martin Young with his father, who is still building his ANENUI, on his TIKI 21 "Escape", no other catamarans took part.

This is not quite true, as Terry Adams with his two daughters brought their TIKIROA on a trailer, but as none of us seemed to be keen to spend precious time on taking the TIKIROA off the trailer, assembling her, only to reverse the procedure a couple of days later, we invited the Adams to sail with us on TIKI 28, which was particularly nice, as three girls could play together - fishing for crabs, collecting shells etc.

It was a weekend of little wind and not much sunshine, but a nice gathering, meeting at the boats with as visit of Thomas Rechtenwald, a TIKI builder from Germany, Nick Webb on his canoe and others when we were at Tichmarch Marina, Blackwater, or pulled up on one of the islands which Arthur Ransome writes about.

While the children swam at every opportunity, I finally had a swim on our return trip anchored not far from Maldon, Tom's homeport.

Well, that was then, but his TIKI 21 is now moored behind our premises, and he plans to sail her to Ireland next year, where he takes up residence again after a few years in England.

I wish to thank the organisers for the lovely weekend hope that someone else will be planning a gathering next year.

### "Vortex Generators"

James Wharram Designs have been contacted by Brian A Smith, a graduate researcher in naval architecture. He plans to conduct tank tests to assess the affect of vortex generators on a scale model of a NARAI MkIV.

James has supplied line drawings for the NARAI and TIKI hull forms; once available, Brian's results will be published.

Brian's address:

65 Abbey Road  
Halifax, NS  
B3P 2L5  
Canada

*IN THE LAST ISSUE OF THE SEA PEOPLE WE PRINTED BOBB BEGGS ACCOUNT OF HIS CROSSING IN THE PROTOTYPE GRP TIKI 26 BUILT BY STEVE TURNER. BOB ENDED HIS ARTICLE "I am setting my sights on competing in the single handed transatlantic race". He continues:*

There has been much progress to date, due wholly to Chris Dunn, the Chairman of TDA Consultancy Group Limited, who has very kindly agreed to sponsor me in the Single-Handed Trans-Atlantic Race (OSTAR) next year.

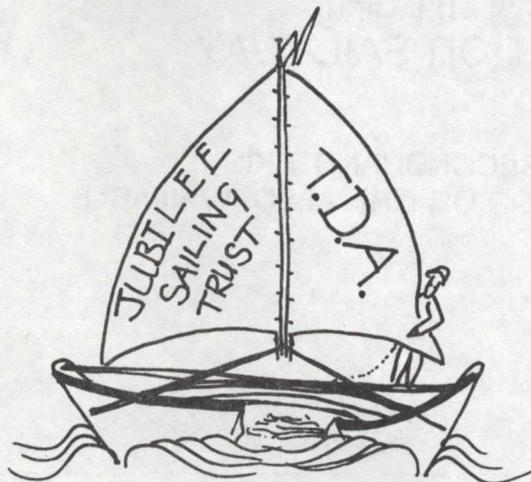
TDA is hoping to raise a considerable amount of money for our chosen charity, The Jubilee Sailing Trust. It is hoped that floor space might be available at the London boat show to display the TIKI and raise some interest and funds for the Trust.

A replacement GRP TIKI 26 has been purchased and I have spent a few weeks onboard since my return from OP Haven. Two weeks were spent cruising the North Brittany Coast and Channel Islands, during this period I managed to complete three single handed and crewed Channel crossings.

Although the standard sailaway version produced by Imagine Multihulls is more than capable of completing an Atlantic crossing as proven last year, it is my intention with the assistance and guidance of Steve Turner to carry out several minor modifications to enable the TIKI to be sailed efficiently single-handed and give a good account of herself in the race.]

Scott Brown is also helping in the technical department and is the brains behind the computerised navigation systems we hope to install.

The next event on the agenda, however, is the completion of the qualifying cruises. It is hoped that these can be completed in early November. More news as it happens.



## AUSTRALIA

Gary Brett sent the following news to JWD.

Just a short letter of thanks for designing such a beautiful boat as the PAHI 31.

I launched after 5 years of sweat and tears and a vow of "I'll never do it again".

Called "Faioleag" (white crests on the wave) and built in Cairns, North Queensland, the completed boat was shipped to the southern end of Australia and launched at Penneshaw, Kangaroo Is off South Australia because of a change of employer.

With strong winds coming over the island from the Southern Ocean and smooth water in the lee, my friend John Green (Tane owner) and myself are sure that we touched 20 kts for a short burst. **John thought it was fantastic but I was more worried than when my wife gave childbirth.**

The boat looks and sails terrifically and the 5 years well worth the effort as I built with the motto "if it isn't perfect, it is not good enough". I know this is not perhaps "Wharram Thinking" but for me "loving" a boat is just as important as sailing a boat.

I have again changed employment to the "Australian Maritime College" in Lanceton and at present "Faioleag" is moored at Kangaroo Is. waiting for me to bring her down to Tasmania around Xmas. I hope to use her to explore the windswept and rugged Bass Strait Islands which in many ways resemble the West coast of Scotland.

Many thanks for a great boat, she's a beauty!

---

From Carl Reynolds in Sydney, builder of TIKI ROA "Viviki" and a TANGAROA MkIV.

Just a short letter from Sydney. I am decking and fitting out my TANGAROA MkIV and hope to have it finished about March, 19 months from start to finish. Steve Wagstaff and crew Dave Mitchell (PAHI 31 & TIKI 21) have gone to Gladstone to sail Steve's TIKI 31 "Foot Prints" back to Sydney. We are holding our Summer meet at "The Basin" on Nov 16/17.

Cheers Carl

### News from Australia (cont.)

More news from Australia via "Crossbeams" the PCA's Australian newsletter produced by Carl Reynolds and David Mitchell. David's address is:

64 Nowack Ave. Umina 2257, NSW, Australia.

Crossbeams is printed in Spring and Summer. The Spring 1991 issue contains articles by Steve Wagstaff (TIKI 31, "Footprints"), news of two newly launched boats, Colin Mummeries TIKI 21 "Felix" and Rob and Joan Leys PAHI 42, "Kea Lea". "Kea Lea" was launched in February 1991 near Brisbane and is undergoing a shakedown cruise.

"The wheel steering works great, we have used 8mm prestretched line in place of the 6mm as per plan for steering, made the wheel 6" larger dia. and the drum slightly larger in ratio to the larger wheel. Experienced weather helm in strong wind or gusts but this is eliminated by easing the main or reefing, but it was needing to be reefed too soon so I brought the top of the mast forward by about 2' and this has balanced it better. We are also using a roller furler on the main as Peter Western has. The furler works great until you get strong winds, 20 kts or more. Just when you want to flatten the sail or reef is when the sail gets baggy as the luff wire cannot be any tighter, and when you want to furl it takes too much effort and at the same time the sail can start to flog which adds to the problem of turning the furler. The wishbone for the stay sail does not work and without the wishbone the sheets from the staysail do not come down onto the mast beam at quite the right angle if the sail is per plan. I have to keep the staysail down as low as possible to keep the sheets at a reasonable angle to the mast beam blocks, and by keeping the sail too low may not be as efficient as if it were not wind shadowed by the decks etc."

*Hanneke Boon comments that where the staysail wishbone boom has been dispensed with, JWD have found that the sail sheets well to the mast beam, at either end of the deck pod. Rob Leys has extended his mast by 2' (60 cm) perhaps the inner forestay has been altered in might be affecting the sheeting angle. Having the sail low should make for more efficiency as the deck acts as an end plate - A.V.*

The same issue of Crossbeams tells how Mike Bromley nearly lost his PAHI 31 "ATC" after giving an optimistic interpretation to a poor forecast. Mike lost his mast and damaged his crossbeams while trying to beat into Port Stephens (NSW) in winds reaching gale force. Had a coastal radio officer not seen "ATC's" difficulties, Mike fears his boat could have been lost. Mike's advice in such conditions is to put out to sea and let the storm pass. However this storm lasted seven days, his planned journey should have taken 5 hours. Is there a lesson here?



USA

From Paul I Boynton:

Dear Sir,  
I have just received my May 1991 (#15) issue of The Sea People. With all due respect, I wish your authors would not assume that we are all familiar with the construction details of Wharram boats along with fittings that have been added by

various owners. For example, at the beginning of p.24, I read, "We intended to have 'vanies' like "Nick of Time"...." I am unable to interpret the quotation marks around 'vanies'. I assume that "Nick of Time" is a boat. Since I know nothing more than that about the boats, I seem unable to follow the rest of the article. I don't intend to install an engine on my boat so the whole subject may be moot. However, if I were aware of all the neat solutions to various problems, I might reconsider.

Farther down on the page there are more sketches of parts that I don't know where they are installed, what they are for, or what problems they solve. However, I see a note: "with a 2" steel pipe welded to 2"x1/4" galvanised strap". I hope this is a misprint of some kind. Zinc has such a low boiling point that the strap won't still be galvanised after it is welded. (You may wish to galvanise the assembly after it is bent, welded, drilled, etc.) Zinc is also very toxic. If this method of fabrication becomes widely used, I'm afraid we will lose a lot of welders.

You have admonished us in US to get £10 notes to pay for our subscriptions because of the difficulty and expense of converting dollars to pounds. I wonder if you have factored in the difficulty and expense of obtaining a £10 note? From where I live, it would cost at least as much to drive to a bank that has them. I understand your predicament, but have we explored all the possibilities??

Sincerely

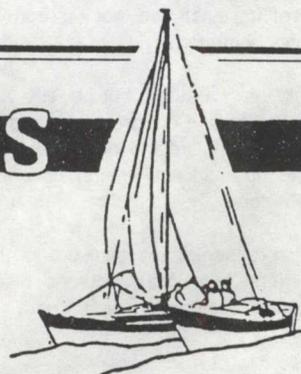
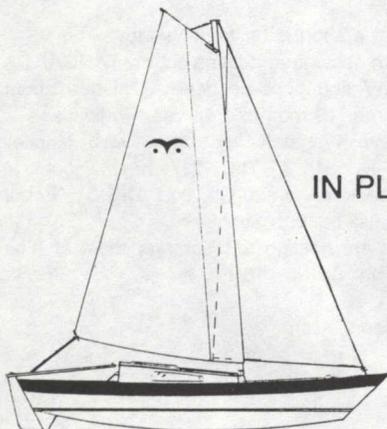
Paul I Boynton

*The article which Paul refers to is Heather Whalans', re fitting "Iki Roa". In all fairness, I do not think the article is that difficult to understand. "Nick of Time" is indeed a boat,*

## IMAGINE MULTIHULLS

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a NARAI MkIV. Details of her engine installation are referred to in Sea People #11.

Regarding subscriptions, this is a problem for all of us. Bob and Cleo Phillips, CAPTAIN COOK builders from the USA tell us:

"In all fairness, I should point out that money exchange is not a problem just for you. Not only must we "colonials" pay an additional 20% for the privilege of receiving PCA materials, but the enclosed money order cost me 50% of the face value of the instrument! That was breath-taking, but we feel that PCA is worth the money!"

Clearly we would all appreciate a neater system. Unfortunately postage to non UK members is more expensive, but our main problem is the impossibility or high cost of cashing non sterling cheques. Hence our proposal for overseas members to enclose a £10 note which can be bought from a bank.

I feel that with members scattered all over the globe, for many the magazine is the PCA. Lets keep it running.  
-AV

Bob and Cleo Phillips  
Builders of CAPTAIN COOK  
"Kaimaldo" continue:

Both hulls are decked, cross beams underway and two Yamaha 9.9HP, high thrust, 4 stroke outboards purchased for propulsion.

Cleo is busy building our sails from kits purchased from SailRite Kits in Iowa. So far, she has finished the storm jib, staysail, yankee, and main. She's working on the genoa now, and has yet to start on the drifter. We've saved a few dollars and learned a great deal about sail making and maintenance in the process. We've also learned that a good, strong, reliable sewing machine intended for sail-making is indispensable. We had a Read's machine which we did not have the power to handle the heavier cloth. We bought a used Brother which turned out to be a marvellous choice.

We have high hopes of being able to move the hulls out of the warehouse here by the first of the year. We expect to move about 50 miles south of here to Riviera Beach on Baffin Bay for our final fitting out and launching. This should be sometime next spring if all goes well.



## BALEARIC ISLANDS

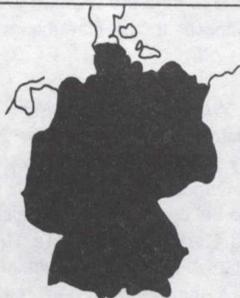
Jan Leendertz sails a HITIA 17 called "Figli" from Ibiza, one of the Balearic Islands in the western Mediterranean.

Jan has changed his rig from sleeved spritrig as designed to a sleeved gaff rig and removed the forward cross beam.

The gaff sail works perfectly and we needn't be afraid anymore when the wind blows up. It is so easy now to reef or get the sail down.

We have also removed the forward beam. Barry..... who also sails a HITIA 17 has done the same. The 2 remaining beams are enough by our judgement. With the original forward cross beam in place, the boat always hit the bigger waves and then stopped! Stopping at a speed of 10 to 15 knots is not very pleasant, neither for the boat nor for the crew. With that beam removed, she sails smoother, safer and faster. Barry says the same. He will change his spritrig to a gaff rig soon, as well. We proved the boats several times in force 4-5 with waves and five people on board, no problem for the beams. I just put two triangular wooden pads underneath the new front beam to keep the hulls apart (a job

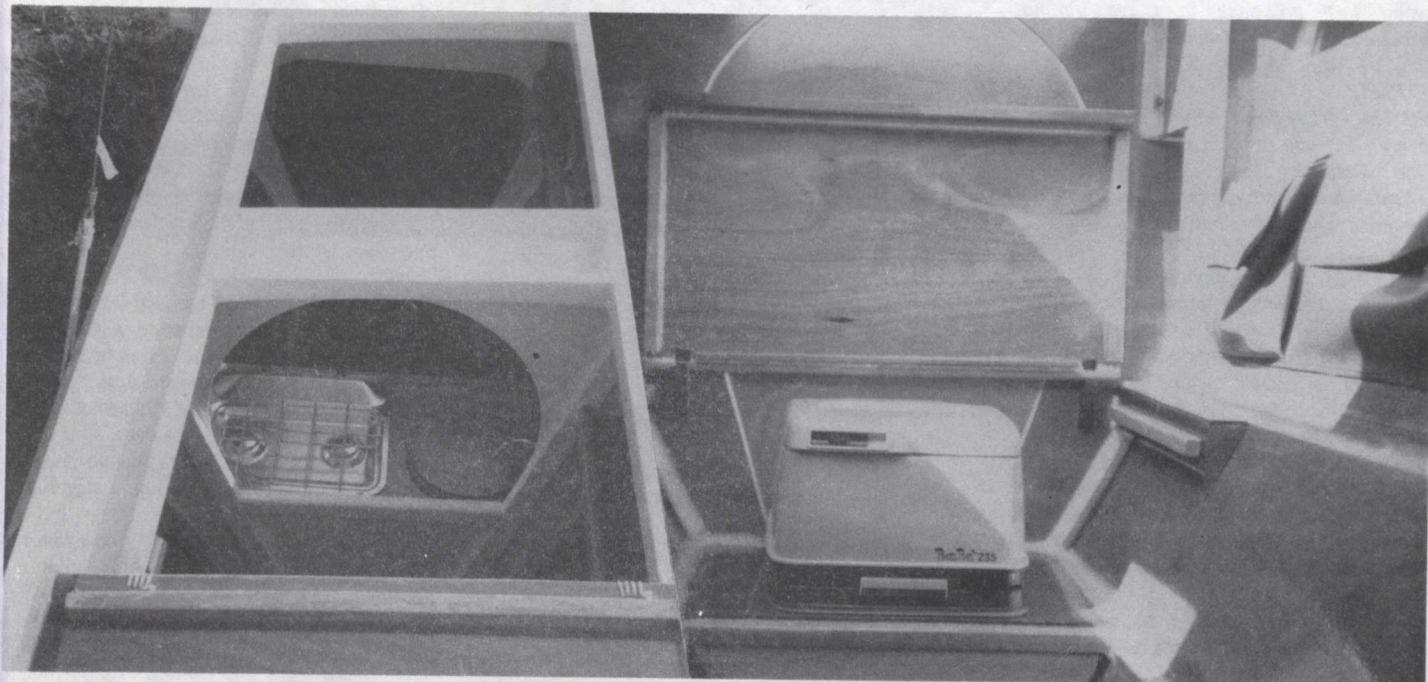
## GERMANY



Below: The compact layout of Tina and Oliver Dom's TIKI ROA built in Mulheim and now ready for launching.

Left: Looking aft into the galley with double burner gas cooker and sink.

Right: Looking forward into the starboard hull, which has been divided into 2 compartments, the aft one holding a chemical toilet with removable chart table above. Let's hope the smell of chemicals or worse will not lead to sea sickness!



which the original front beam was designed to do). For the spinnaker, we made a "Kluverbamm" (a spinnaker boom attached centrally with pulleys at either end to adjust the tack and clew).

We are having fun sailing and love our boat. We measured an average speed of 10.2 knots over 6 miles with a force 3 on the beam. That's 35 minutes for a journey that DARTS do in 30 minutes. But we do not compete with them because when tacking upwind with their high tech. sails we have no chance. We sail comfortably in a ship, while they ride racing machines.

A Spanish fellow, owner of a PATIN-cat simply freaked out when I took him on HITIA 17 in a force 3, force 1 and later in a force 5 with gusts of 6. For the last trip his wife was also on board. She had become afraid on the PATIN when there were winds of 3-4. That changed, when she came on board HITIA 17. We had gone to Espalador, Elke on HITIA 14 with a girl from the Carribe and I on HITIA 17 with the fellow and his wife on board. Little wind, we finally had to use the oars to enter into Espalador. Three PATINS were with us. We had a nice time on the island, ate lunch and suddenly noticed that the wind blew stronger and stronger. The sea became white and five boats quickly left to get home. I told Elke to take down the jib and go with only the reefed mainsail. I did the same on the HITIA 17. The 3 PATINS couldn't reef, they have no jib. As practiced with James, we went through 2m. waves and the force 5, in gusts of force 6 taking photos, (I don't know whether they have turned out yet, we'll see), no fear, no excitement\*. It was like being on a coffee-trip, didn't get wet, Elke and the girl going the same low speed ahead of us. The wife of my friend was so delighted as she felt so safe that she immediately ordered a HITIA 17, her husband will sell his PATIN and when he'll be back from his trip to Providentia in the Carribean Sea by Oct 9th, we want to start building their own HITIA 17.

PS\*The PATIN boats arrived rather exhausted, one of them a bit frightened. The Patin is a Spanish designed 17'catamaran, rather narrow and with no rudders-steered by shifting crew weight.

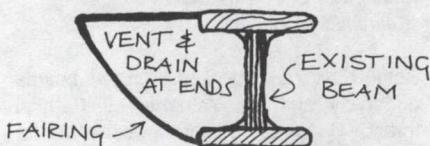
The HITIA 17 is designed with 3 cross beams, is it advisable to remove one?

James Wharram and Hanneke Boon comment as follows:

Only the high factor of safety within the design allows such radical experimentation and it is not advised, as clearly if a beam should fail now, you are in real trouble. The high factor of safety designed into the boat also increases its working life by keeping the stress in all elements low.

Jan's reason for removing the beam was slamming (see below). James' preferred solution to the problem is to fit a light weight fairing to the forward beam which will produce lift and avoid the slamming (see

sketch)



## THAILAND

Continuing Jan Leendertz's train of thought, Mike Cox who lives in Thailand wrote regarding modifications to his HITIA 14, also to avoid cross beam slamming in choppy waters. Mike is currently building a TIKI 31.

I have been having great fun with my HITIA, until a fire at the Royal Varuna Yacht Club, (where I kept it), took 98 boats up in smoke. Hobies, Enterprises, Fireballs, Lasers and my poor HITIA. At least my son's Optimist was saved! Of course the boat wasn't insured, although the shed was, and that's left enough money over to build a swimming pool at the club, in Pattaya, Thailand.

So now I have extra incentive to crack on with my TIKI 31. Should I call it the "Phoenix"?

Just before the fire, I had built some modifications to my HITIA. Most Saturdays I would race her in the Club Races against a mixed bag of other boats, and would have done much better had the platform more freeboard. It's always a little choppy, and the waves would slam into the forward cross beam, and hence stop the boat dead. However, one day during a race I decided to take a shortcut and ran over a sneaky rock, which tore off the starboard skeg and stern post. I had used a piece of 1/2" teakwood and not ply as the plans called for, and the teak split up the grain, halfway across the stern post. Serves me right for not sticking to the plans, do I hear! Anyway, it was a simple job to scarf in another 1/2 a skeg/stern post. And so while she was in dry dock, so to speak, I decided to do away with the folding ply deck and have a trampoline. This I made out of an old heavy-weight mainsail off a now sunken yacht. n top of the original cross beams I laminated 4x1" pieces of Yom Hom (a sort of pine) and on top of those a 2 1/2" thick teak plank, which I cut with rounded edges. I then cut away the original laminated cross beams, between the hulls, thus raising the beams and platform, also the mast step of course, by 6 1/2". This was enough to clear most of the wave tops and was also more slippery due to its rounded leading edge.

After the next race, where I was first boat home after 4 Hobie 16s, they raised my handicap!

Meanwhile, to keep my sanity whilst building the TIKI 31, I have an old Japanese lifeboat which I've made seaworthy again, mainly thanks to "West" technology, and I've fitted lee boards and a lateen rig, just like the fishing vessels here in Indonesia. There's also a Yanmar 7HP diesel here in case the wind dies entirely.

## AUSTRIA

Ruth Wharram has sent us news from Dr Bobretzky as she said "amazing 11 Wharram catamarans, and mostly big ones, within cycling distance of Vienna"

This Autumn I tried to see as many active builders as I could, preferably within cycling distance. I never managed to see Kurt Zednik's ORO, but I had more luck with Dr Hodum. His blown up AREOI stands in a shed in the Lobau, a nature reservation where I often go cycling. He's just started to plank up, and is full of ideas on improvements. He now uses Epoxy that hardens at 5degC below zero; will use sort of sandwich planking with foam between two layers of ply; a sternhung rudder and wants to haul the finished ship (15m) with a helicopter to the Danube, which is approx 3km off.

At Weiden on Neusiedlersee, Gerhard Noisternig is finishing his NARAI IV to a very high standard. He wants to go down the Danube in spring 1992. Helmut Reider, who builds a TIKI 26 was also abroad. Next was Gerhard Rozenahl's CAPTAIN COOK in Gols. He fitted triangular stringers like GAIA, that seem to be a real improvement. Both hulls are planked and sheathed and he and his girlfriend had just started the interior. Not bad after less than a year part time work. Together we went to inspect Alexander Preyer's CAPTAIN COOK in Podersdorf 15km south of Gols. He had just taken over Helmut Reider's old project, which had stagnated for 5 years, and erected the second hull with some of the planking fitted.

In Vienna Rolf Mekan has almost finished one hull of his GAIA, complete with interior and decks. Just the hatches were not yet fitted (but made). I marvel how he does it, working alone, having a full time job, and after an accident with a motorbike, a part disabled hand. He started in summer 1990. In Tulin, 30km NW of Vienna, I saw Karl Skorepa who is building a new house and a new ship together. His ARIKI is now ready to accept the stringers. He started late this summer.

From there another 12 km to the NE in Hausleiten is the shed where I keep TANE during the winter. In the same shed Erich Zuza builds his TIKI 26. He builds a very

cont. pg 20.

# BLAKES & TAYLORS

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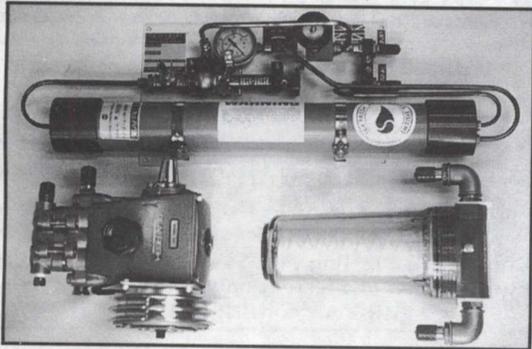
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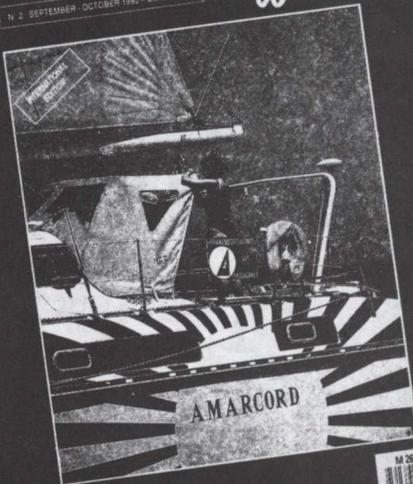
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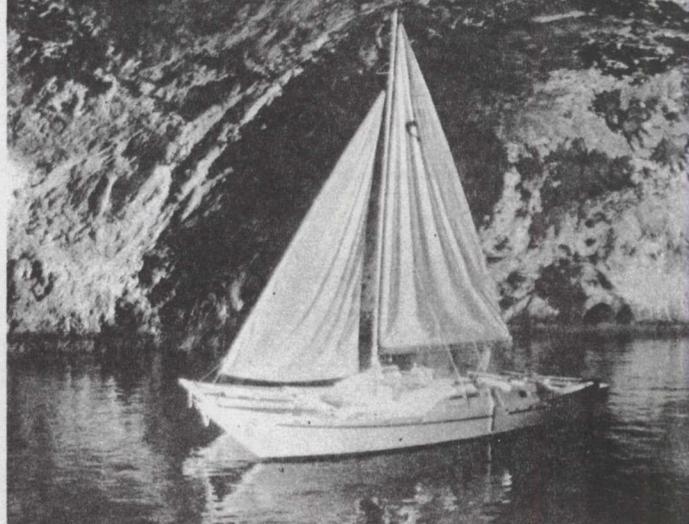
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# MULTIHULLS



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

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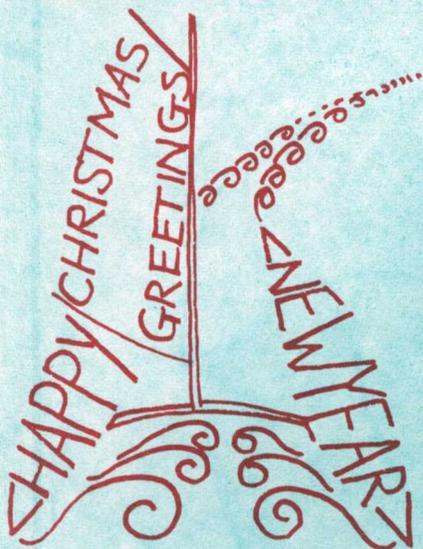
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(News from Austria, page 16 cont'd.)

elaborate platform/cockpit with a shallow nacelle, which incorporates a table, the anchor and warp, the motor etc., in the middle and a bench on either side that is almost finished. The hulls are finished with exception of the decks and the interior. He is now building his mast in his garage in Vienna because it is too cold in the shed to glue properly and heating is out of the question.

10km NE again in Senning, Hans Bodel builds a magnificent CAPTAIN COOK. The interior is finished. The deck houses need roofing and the crossbeams are under construction.



## UK Summer Meet 1992

**Provisional Date:** 1st week in August

**Location:** Poole Harbour

Chris Sands has suggested Poole as an alternative venue to Plymouth. Chris would like to receive any information regarding launching & camping sites, B&B's, friendly clubs etc.

Let him know as soon as possible, so that we can confirm the details. (see his address at the bottom of this page).

## Membership

Please check that you have renewed your membership for 1991. The subscription is £8.00 for UK and European members. £10.00 for overseas members. Subscriptions run from April To April. Non sterling cheques are often impossible to cash. It is therefore best to send a £10.00 note, which can be bought from your bank. Send your subscriptions to the PCA Secretary, Chris Sands (see address at the bottom of the page).

## Articles & Photographs

Articles, news, drawings and photographs for the Sea People send to: "Sea People", 40 Silvester Road, London SE22 9PB, England.

## PCA AGM

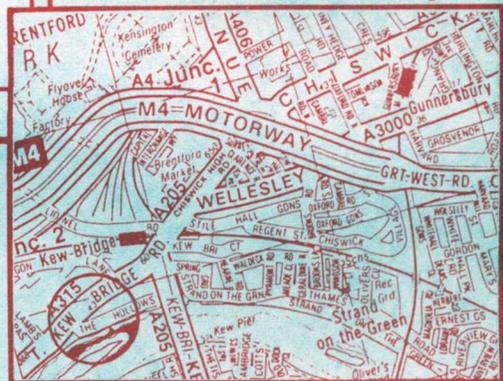
DO TRY AND ATTEND

**DATE** Saturday 11th January 1992  
(Second saturday of London Boatshow)

**TIME** 5pm Doors Open. Business starts at 7.30pm

**VENUE** TDA, No 3 Thames Side Centre, Kew Bridge Road, Brentford, Middlesex.

Our thanks to Chris Dunn of TDA for making his premises available to the PCA.



ABOVE AGM LOCATION MAP.

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By Tube from Earl's Court use the District Line to Richmond; get off at Gunnersbury then 20 mins.walk (with your A-Z)

By Train via Clapham Junction get off at Kew Bridge.

At the 1992 AGM, I will propose that we regularise all the PCA subscriptions to £10.00 per annum, irrespective of location. If agreed, this will mean that overseas members subscriptions for 1992 will remain unchanged and that UK and European members subscriptions will increase from £8.00. I do this on the following grounds

Postage costs to overseas members are higher, against this most overseas members are involved in some additional expenditure when purchasing the £10.00 note, and we in the UK and Europe have a disproportionate say in the running of the PCA due to the ease of attending the AGM's.

However the main reason is that the PCA's overseas membership play such a large part in making the PCA the rich organisation that it is. So let's all have the same subscription. See Editor's note on page 3 and news from the USA on page 14 for further info.

Andre Viljoen

PLEASE FORWARD or return to Chris Sands, Chard Orchard, Exeter Road, Kennford, Devon EX6 7TJ UK