

The Sea People



SAILORMAN

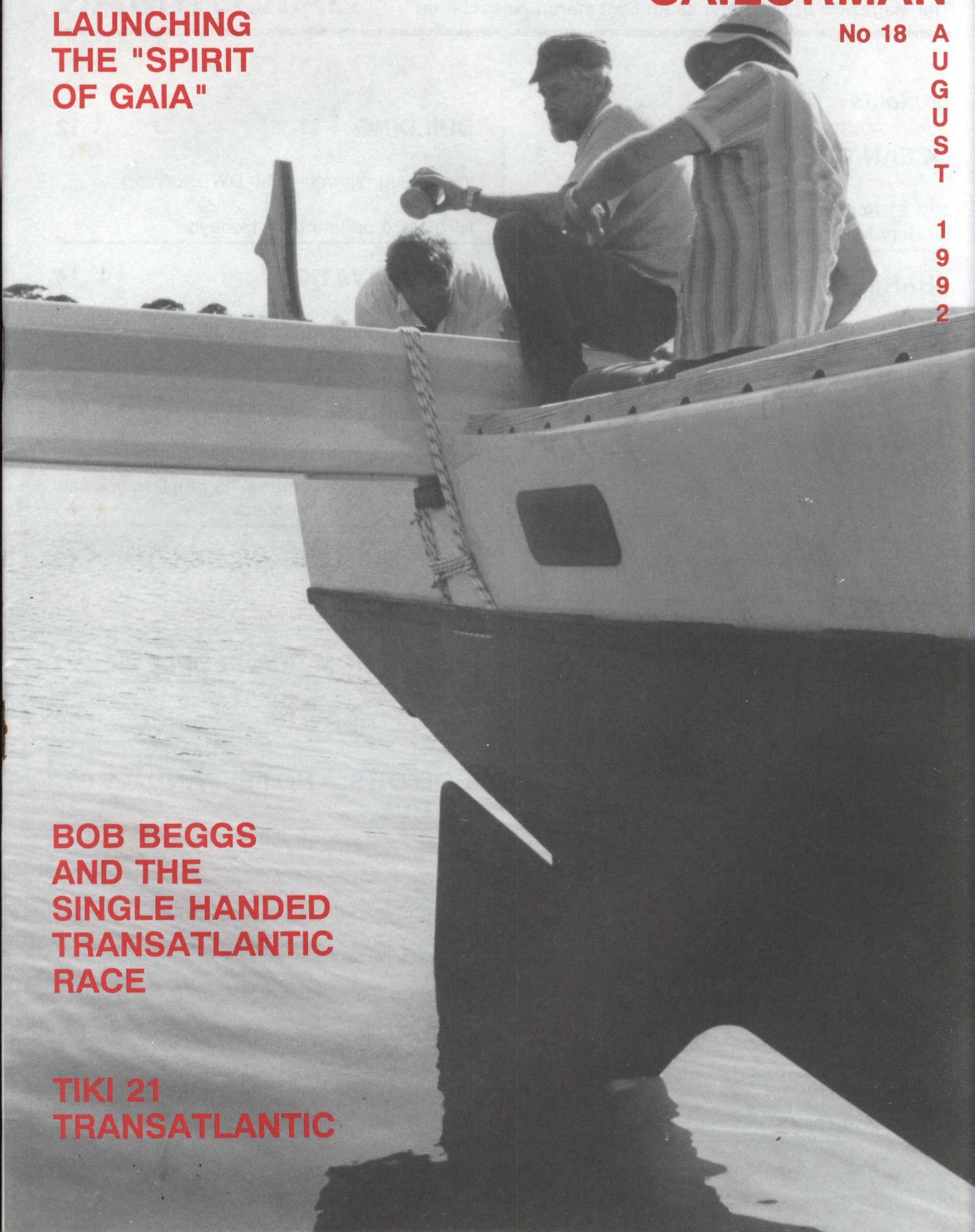
No 18

AUGUST
1992

LAUNCHING
THE "SPIRIT
OF GAIA"

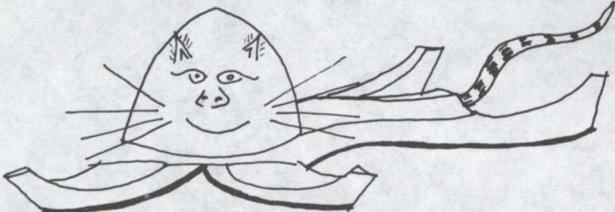
BOB BEGGS
AND THE
SINGLE HANDED
TRANSATLANTIC
RACE

TIKI 21
TRANSATLANTIC





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COVER PHOTOGRAPH – Preparing the "Spirit of Gaia" for launch. Photo: André Viljoen. Note cover photo on Sea People no 17 was incorrectly attributed to Chris Sands. Mike Smith was in fact the photographer.

Ocean Cruising



TIKI 21 ACROSS THE ATLANTIC

In Sea People No. 14 Dave Skelhan introduced us to Rory Mc Dougal and Barnes Robins, who planned to circumnavigate the world in a TIKI 21 'Cooking fat', to raise funds for cancer research.

That dream did not come off, however Rory has now reached St. Martin in the Caribbean, having started out from England in August 1991. 'Cooking fat' is the smallest Wharram cat to have crossed the Atlantic, previously that "record" had been held by Wharrams when Ruth and Jutta made their first Atlantic crossing in 1956 in their 23 ft. TANGAROA. Since then others have made similar voyages for example Tom and Carol Jones in their 23 ft. HINAMOA 'Two rabbits'

Here Rory describes the modifications he made to 'Cooking fat' and recounts his journey so far.

"I thought it high time I dropped a line to you all to bring you up to date with my progress.

As you might have gathered by the lack of any mention in the media, my plans for a large money raising campaign did not, sadly, come into being through lack of personal finance and outside backing. Oh well, perhaps another time in the future when I am better prepared and have many more strings to pull.

The building of 'Cookie' as I call her, concluded last May and I launched her on June 15th 1991. as you may have read in Multihull International.

I took 'Cookie' out in some pretty testing conditions during the 2 months prior to my UK departure unfortunately I think I rather scared my brother Barnes half to death in the process! On the positive side I quickly gained immense confidence in the seaworthiness of the TIKI 21 hulls.

I'll just mention a few of the details of how I strengthened the boat during building. I decided to opt for a mahogany marine plywood to give me peace of mind concerning the durability of the structure in times if it is not possible to repair or properly maintain the protective coatings. I put the full 6 bulkheads into the G.R.P. hulls that I bought from Steve Turner, but raised them all to give me a flaring coach roof line similar to the TIKI 28.

During construction of all the fillets I used a combination of micro-fibres, micro-balloons and silica to give a structural composition to the fillet instead of just using the balloons in a filler type process. The only drawback to this is a much higher rate of epoxy resin consumption.

I put on a beaching keel 6ft. length of mahogany to take the wear and tear of grounding, and planed down a piece of 2"x 2" to fit along the inside of the stem and forefoot that ties into the forward bulkhead. I decided to give collision strength from the

inside to minimise external fastenings into the G.R.P.

I ran a full length net bow to stern that has ample tension upon it, the net is lashed to a 12mm nylon rod that is held to the top of the coach roof side by 6 U bolts. This gave me the minimum of fixings and plenty of give and spring to the whole system to absorb the shock of people jumping around. I laid the net over the beams for added surface clearance as possible, I covered the tops of the beams with smooth patterned treadmaster to act as a sacrificial layer between net and beam. After 5000 miles I have only had to add patches of treadmaster twice. I have a P.V.C. trampoline in the mid section, laid over the net.

Overall I am very pleased with the design concept although I altered the beam lashing system. I have laid the beams into troughs set into the coach roof, and I used a half inch stainless bolt through the end of the beams, but keeping 6 turns of 5mm polyester lashing on the insides of the hulls, there is ample flexibility when one jumps around the boat but it is not noticeable when sailing the whole platform moves as one strong unit.

I set off from England on the 6th. of August last year on my own and single-handed down to the Canaries in a series of small hops along Spain, Portugal and Madeira. I was very happy and confident with the boat but almost went totally mad due to loneliness and lack of company. So after the common ups and downs, and trying to sell the boat for a while! I decided to press on but only with another crew member.

I picked up a German guy in Las Palmas of a similar adventurous disposition and ever since I have enormously enjoyed cruising aboard 'Cookie'.

The Atlantic crossing took 30 days! We ran into a force 8-9 storm 2 days out from La Palma. The boat was very happy stern to the waves, held by the sea anchor to stop

us drifting too far east. Every now and then we would be pooped by the by a crest, but this was no problem. Both of us suffered from salt water sores after 3 days of being continually wet. I think it could have been worse if I hadn't brought enough vitamin tablets to take every day. We finally found some settled trade winds 4-5 days out from St. Martin and soon clocked off the last 900 miles with a best days run of 172 miles which wasn't bad with the self steering doing all the work. I built the OGM Mk.2. from the book by Bill Belcher before I left England, it steers the boat very well as long as I keep the speed steady and balance the sails.

I took 120 litres or 40 gallons of water to cross and we still had 5 Gals left after 30 days even though the last 3 weeks was a rice, pasta and lentil diet. We didn't really ration our water intake so this gives me confidence that we have enough water to survive a 40-50 day trip -God forbid! We were lucky with food, arriving with only some flour and 2 packet soups.

I have spent a couple of months in St. Martin working to raise the pennies. The only jobs I have done on the boat are to replace all the Galvanised shackles with S/S and to replace the rigging and mast beam lashings as a precaution. I am definitely going to sew up some hatch covers before crossing another ocean to combat the dampness, I will also place some spray deflectors under the trampoline to stop that jet of water shooting up when a wave hits the leeward hull!

Just recently I entered 'Cookie' into a local regatta just for fun. I was really surprised how she sails with most of the gear stripped from her. She sails much better upwind - going over the waves instead of ploughing through them!

I had her flying a hull once or twice and we kept up with the larger cats on the spinnaker reaches. Certainly a change from my normal safety and security cruising attitude.

Cont'd on back page.

Sharing The Challenge

Bob Beggs set out on Sunday 7 June to cross the Atlantic Ocean in the Europe 1-STAR race. The following is an outline of some of the modifications carried out to a production Imagine Multihulls produced TIKI 26. Steve Turner, the driving force behind Imagine, engineered and produced the modifications. Bob, Steve and a couple of others were working on the TIKI right up to the evening before the departure day. The following is a report produced by Steve Turner:

"The three main modifications to the boat were:

Self Steering. As the NAVICO TILLERPILOTS require a tiller attachment point 18" from the rudder, it is difficult to mount it on the TIKI's narrow stern. An 18" stanchion bolted to the side of the rudder makes a short tiller @ 90° to the rudder. A long PUSH-PULL rod, made from 1" alloy tube allows the Tillerpilot to be mounted on the cockpit seat (see sketch) "Sharing the Challenge" had this arrangement on both rudders, and 2 Tillerpilots! (only one used at a time).

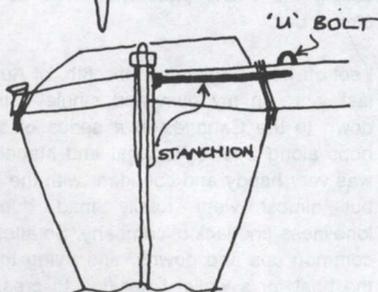
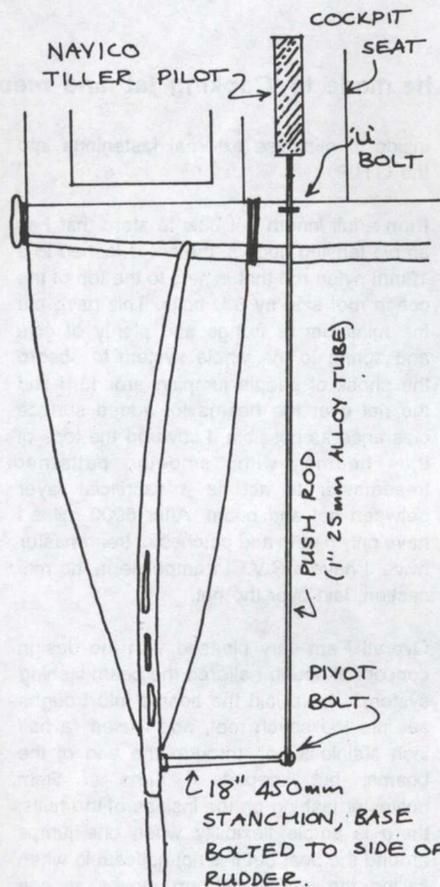
Main Hatches Pushing a small boat like the TIKI 26 to windward for 3,000 miles is likely to be a wet business, with solid water over the decks for a lot of the time - to keep as much as possible of the water from getting below watertight main hatches seemed a good idea. The standard sliding and folding hatches were removed and one piece hatch covers moulded which were bolted down on silicone, the wash boards being sealed in at the same time. Openings were then cut in the hatch tops and Lewmar hatches fitted. (With outside handles).

Escape Hatches We were unable to persuade the race committee that the capsize escape hatches specified in the rules were not a good idea in a boat the size of the TIKI 26 (in the unlikely event of a capsize the last thing you would want to do is open a half metre diameter hole in the hullside, letting the air out and sea in!)

We cut elliptical holes between the bunk top and the gunwale on the inboard side of the hulls just aft of the mast beam. The panel cut out was waxed well on the inside and fixed back in place with masking tape on the outside. 2 layers of heavy glass cloth were then laid over the inside of the hull from 1/2 metre ahead of the opening to 1/2m past it. When the glass was cured, the panel was removed and a smaller opening cut in the new glass to leave a lip. The panel was bedded on silicone, bolted in place with wing nuts on the inside. A 150mm dia hole was cut in the panel and 6mm perspex bolted over it with the wing nuts on the outside, thus not only meeting the requirements but also providing an eye level window when in the bunk!

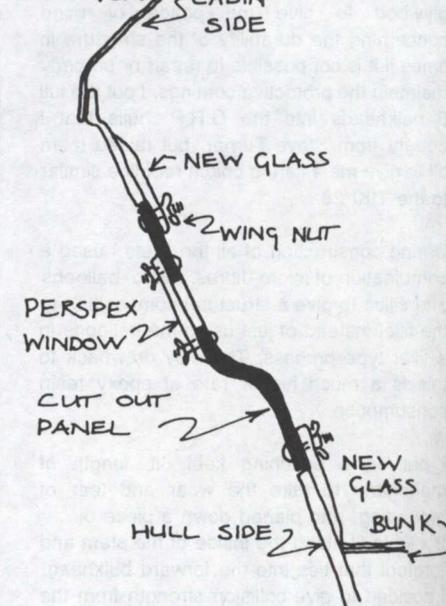
SELF STEERING.

THIS SYSTEM WAS VERY SIMPLE WITH NO PROBLEMS DUE SLACK OF STEERING ROPES - STEERED "SHARING THE CHALLENGE" 3000 MILES ACROSS THE ATLANTIC.



ESCAPE HATCHES

CROSS SECTION (NOT TO SCALE)



"We have done it"

Sharing the Challenge Crosses the Atlantic in 28 days and 14 hours.

Just to show how real time the magazine production reacts, the following has just been received from Chris Dunn, owner of ORO "Mannini Pahi" and Chairman/Managing Director of TDA, project sponsors.

"It gives me enormous pride on behalf of everyone to congratulate Bob on his successful solo crossing. No one does anything like this however without a strong back-up team. Scott Brown managed the assault with great care and professionalism. Steve Turner and others who worked on the boat made her as safe as they possible could. The "send off" party, led by the Banner on Roger's boat was a great example of Wharram togetherness. An experience not to be forgotten.

On the fund raising side (all proceeds go to the Jubilee Sailing Trust) we have already raised £10,000+. When the boat returns we will auction it and this will also go into the Trust's kitty. Most likely the monies will be handed over for the January Boat Show (watch this space).

Everyone can still help as we are selling commemorative T-shirts and flags. To order, just let Scott know - £10 for one, £15 for two, plus £1 if we are packing and posting.

Given the special nature of the event for everyone in the Wharram fraternity, do buy a flag and/or T-shirt. A TIKI 26 set in a special design is depicted in both.

Over the coming months, more pictures and information will be released (and possibly a video if Bob managed to get shots other than the back of his head and shots directly in the water)!

Once again, my thanks to everyone who participated and made all this possible."



Sharing the Challenge (TIKI 26) heads for the race start line.

Photo's. Alongside Queen Anns Battery Marina and later alongside Mannini Pahi (ORO). Note adjustable spinnaker boom and spray dodgers to cabin hatches.

Left; Escorted to the start line by TIKI 26 supporters.

Coastal Cruising



Images of IMAGE

By Martin Young

Would I like to crew a boat from Maldon in Essex down to Cornwall? Would my father be interested in the venture too? I pondered the matter deep and hard for several nanoseconds before saying "yes" to both as

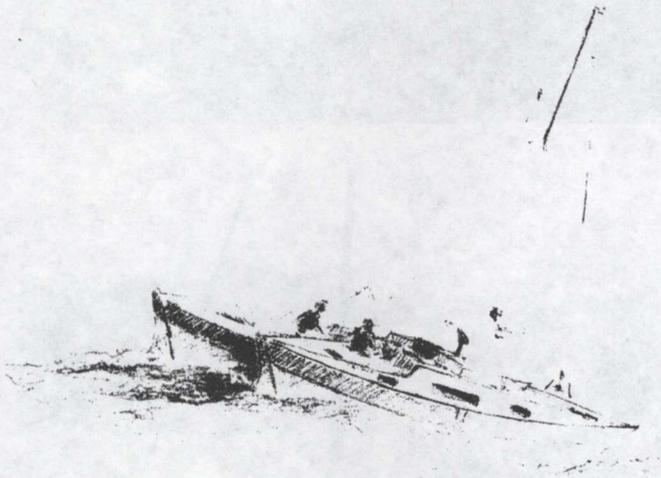
casually as I could. Then, I rang my father, Robert, and told him.

We had met Tom MacCarrick when he organised a mini East Coast rally at the Walton Backwaters earlier in the year and sailed up in the TIKI 21, "Escape", which I had bought from Tom Foley in 1988. Ironic, really, because he had managed to keep his

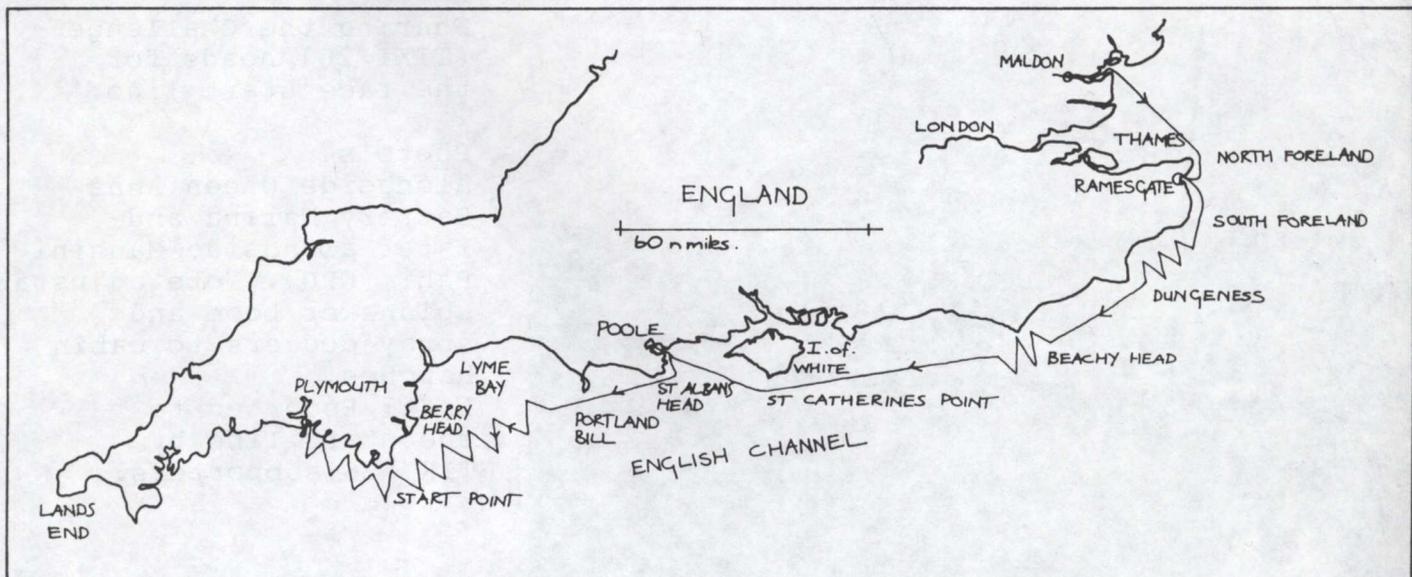
TIKI 28, "Image" moored within a few miles of my own boat for over a year without my ever having clapped eyes on her. With her raised hulls, sunken cockpit and deck pod she was certainly very different from my father's "classic" 28 foot TANENUI which has been gradually inching its way towards completion for more years than we care to count. We looked over her with interest during the course of the weekend, cribbed a few ideas, and that, we thought at the, was that.

The next time we stepped aboard, she was sitting at Maldon quay sandwiched between a dozen Thames barges and any number of old gaffers preparing for the following day's annual rally and race, and we were loading our gear on board ready for setting off to Falmouth on the morning tide. "Image" was beautifully built and finished by JWD, and Tom certainly has her nicely fitted out with the galley in the pod and one hull berth removed to give a navigation area complete with Decca, echo sounder and VHF. As a six-footer needing to engage in extravagant contortions to move about inside the hull of a TIKI 21, The cabins seemed enormous, big enough to sit up in the berths!

The pod also seemed luxurious compared with my older and rather battered deck tent. True, it offered less space proportionally speaking, but it was far more flexible in its usage and took only a few seconds to erect, even in the dark. More importantly it has COMFY SEATS inside. After any length of time sailing, I find a soft cushion for my rather under holstered bum and support for the back complaining of bad posture, the height of hedonistic decadence. It also gave a true, sheltered cockpit. This has always been one major regret about Wharrams - the lack of a sheltered central steering position.



"Image" beating off the Mewstone fully reefed (drawn by R Young)



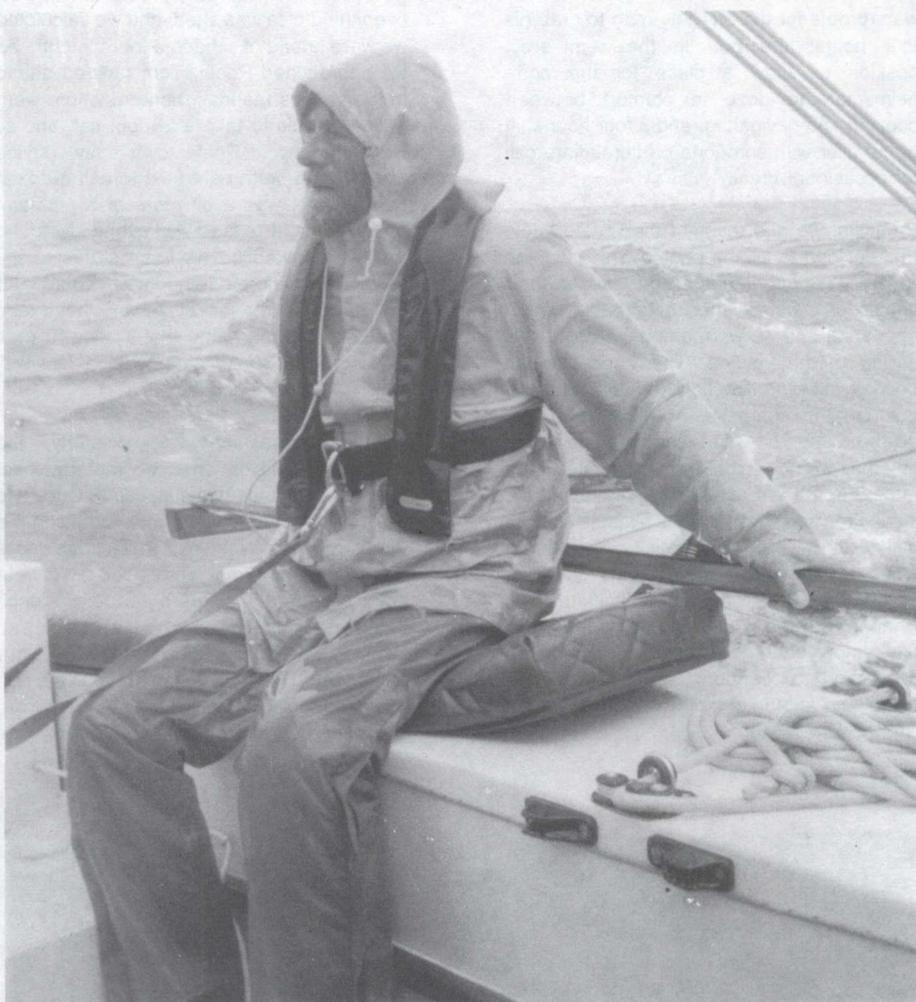
I am ready and willing to concede that this is a personal foible, but I find that a cockpit offers immense shelter and security, and I really don't care how much of it is psychological! I steer "Escape" (TIKI 21) sitting inside the hull on a camp stool with head and shoulders poking out. With the hatch pulled snug against my chest, I can be perfectly warm and dry. But it isn't the same. As things turned out, the pod's flexibility, usefulness and the degree of elemental protection offered by the cockpit were going to be more benefit than any of us imagined.

As we suppered and supped, talk turned to James's and Hanneke's article on dynamic stability in "Practical Boat Owner" (August 1991). As it turned out we had three copies on board and we swapped notes. Tom had deliberately pushed "Image" to the brink (windward rudder out of the water) by sailing fully rigged in a force 7 but with the Genny set to let fly instantly. I'd had "Escape" in a force 6-7 (double reef) and force 4-5 (single reef) and felt she would have been fine with one reef fewer both times. Indeed the reefs were as much to deliberately reduce speed as anything - 10-14 knots is quite fast enough for me, and, with the amount of spray kicked up even in sheltered waters, quite wet enough too. Again, we were going to get a better practical test of the boat's stability than we'd planned.

At 07.30, the talking stopped and the sailing began. Forecast was for force 3-4 Westerly, fair with good visibility. Despite the early morning calm, this turned out to be spot on - for the one and only time on the whole trip! We motor sailed down to Osea Island, then goose-winged down with the tide to Bradwell power station where over 100 old gaffers were manoeuvring for the start of their race. We hovered about keeping far enough away to avoid the congestion, but close enough to watch in admiration. As they started off, we decided to join them briefly and informally - after all were we not sailing a gaff-rigged boat? Was the design not several thousand years old? In five seconds flat, Tom had the Genoa down and gained an instant and green-eyed convert to roller reefing. With the spinnaker set, we sliced through the bulk of the fleet who were carrying every stitch of canvas imaginable and even hanging tea towels in the shrouds to increase windage.

It would be nice to say that we left everyone in our wake, but also untrue. "Image" certainly held her own with the dozen leaders though, including Mike Peyton's "Touchstone".

At the Colne Bar, the gaffers turned left, we turned right and the serious business of crossing the Thames Estuary began. As we lost the negating effect of the sea breeze and came round onto a broad reach, speed picked up from 5-5 1/2 knots to 7 1/2-8, which seem to be "Image" two standard cruising speeds. We also discovered why



Robert getting soaked beating towards Plymouth (Photo M Young)

Tom has urged us to bring wellies - the outboard well, cut in the floor of the cockpit, fountains water water up making boots and waterproof leggings de rigeur in most sailing conditions (solutions on a postcard please).

As "Image" draws about three feet with her low aspect ratio keels, we stuck strictly to the tortuous main channels. The wind shifted to the South West and increased to a steady 4, which meant we were close-hauled most of the way, but the boat kicked her heels nicely and by 18.00 we had North Foreland in sight. At 21.00 we were ensconced in a Ramsgate pub, celebrating the fact that the Marina office was closed, and, unless they opened before the 04.30 tide next morning we, tragically, would not be able to pay through the nose for the privilege of tying up four ropes to another boat's cleats and walking ashore.

The forecast was for South Westerlies veering to Northerlies, but unfortunately God wasn't listening to the BBC, and, once we rounded South Foreland, the wind was on our nose for the rest of the day. After the standard two hours mototr sailing to top up the batteries, the wind picked up from the dawn calm. By Dungeness we were managing up to 5 knots despite the light

winds and Tom introduced us to the art of mackerel fishing. This consists of sitting on a cabin roof facing aft and trailing a line with half a dozen books and lures attached whilst sneering at the boat's designer for making a craft which sails too fast for trolling.

Notwithstanding the speed (which had picked up to a steady 6 knots the moment the boat saw Tom's fishing gear), a little judicious playing out of the line soon landed a lovely specimen, shortly followed by his older brother, uncle and a close cousin. The luncheon menu was rearranged and we wolfed down beautifully sweet sauteed mackerel fillets - the best meal of the trip. The rest of Sunday was spent labouring to Beachy Head as the tide turned foul and the wind began to drop. Here, the balance between keeping her sailing free and making headway became a fine art indeed. On one tack we actually managed to lose ground until we got the balance right.

Even so, as dusk approached we were still trying to beat round the head, out to the shipping lanes and back. Although the tide was now in our favour, the wind was vanishing and at 23.00 we started the Mariner 10 which pushed "Image" along at a steady 5 knots throughout the dead calm of

the night. The watch system was working well. One bunk kept clear of gear and we waterproofs for the off-duty man to grab his four hours; the pod in the semi-erect position to allow a place for the non-helmsman to doze in comfort between cooking and navigating; and a four hour shift at the tiller with someone on immediate call for occasional break.

By dawn, we had reached the Owers buoy, and decided to kill the engine which was on reserve. We sat drifting on the flat sea for a couple of minutes when cats' paws began appearing and we were off on the best day's sailing of the voyage. The forecasts had been giving wind direction from almost every point of the compass, and by 05.50 had given up and just said "variable". They even got that wrong - the wind blew steady at force 3 from the East all day. We raised the spinnaker and Tom caught himself another mackerel for breakfast whilst we potted along at 5 knots in the glorious sunshine looking at the remarkably flotsam free Channel. (In the whole trip we spotted only one empty shampoo bottle, two Heineken cans and a condom which must say something about life on the ocean wave, but I'm not sure what).

The run from St Catherine's Point was gorgeous. Wellies, waterproofs and almost everything else was shed, and we calculated we were ahead of schedule for Falmouth. As we approached Poole, Tom radioed ahead to the various marinas, none of whom were willing or able to take a 28 foot cat, and so we ended up at Poole town quay, paying just £9 for a berth right next to half a dozen pubs. Petrol was a bit more of a problem, but an all night garage was eventually found and we stocked up on fresh stores at the same time. Before turning in, we worked out the critical tides for St Albans head and Portland Bill and found that it allowed us a lie in until 07.30. We toasted the fact with whisky and slept like logs.

Force 4 occasionally 5, Westerly, the coastguard told us when we motored past Brownsea Island in a flat calm. Once we were back in the Channel, we did pick up a force 3 South Westerly, which was more accurate than normal. They got the bit about patchy fog and showers right too. By lunch time, visibility was down to a cable, and lightning was flashing all around while Tom's pasta turned into cold minestrone as the rain bucketed down. We hove-to for a while, which the boat did with the greatest of ease

and sat bobbing gently for 15 minutes.

As we entered Lyme Bay, the wind got up to 4 and then 5, although remaining stubbornly on our nose. The evening forecast predicted no worse to come, but with daylight appearing between skeg and keel on the windward hull, we put two reefs in, reducing the Genny and donned safety harnesses for the night. Then the problems began. The Decca crashed, and proved that we had been relying on it too heavily. The problem was simply too much battery drain with all the boat's electrics on, and so we motor-sailed into the night to recharge. About 02.00, we managed to get a bearing on Berry Head, which was far from precise as the wind had decided to put some force 6 in its teeth and give us a good pitching.

The Genny was reefed in some more, and at 04.00 we hove-to again to get a proper fix on some buoys, and have a rudimentary breakfast. We laid down a course for the next few hours as navigating in the hull was becoming increasingly hard and bruising. Although the Decca now appeared to be working OK, it packed up again off Start Point which entailed going inshore once more to pick bearings and, inevitably, get caught in the steep waves of the tide rip. In no way was the motion pleasant, but "Image" shrugged it off fine.

The forecast was still for 4-5, so we guessed things would improve soon enough and pressed on down the coast. We were wrong. By mid-morning it had got up to blowing a steady 6. By lunch, it was gusting 7. Whether it reached 8 is a matter for debate, but according to the coastguard it was still force 5, slight chance of a 6 at times. The conditions were made worse by the Atlantic rollers being stacked up by the wind against tide. Cooking was impossible and navigation unpleasant. We decided to put in to Plymouth, which was fine in theory - but we still had to get there!

We avoided bearing up too much to keep up speed and prevent stalling on the top of a 12 foot wave, and the Genny was by now reefed down to the size where it just enabled us to go about. We were still managing 4 1/2 knots, despite the conditions, and Plymouth gradually hove into view. Despite the fact that between us we were alternating cold, hungry, thirsty, sea sick and wet, none of us felt frightened. We had all gained complete confidence in each other and in "Image", who seemed not in the least bothered by the odd greenback breaking into her cockpit. The pod proved a marvellous haven from the rigours of life on duty. Looking astern as we approached Plymouth there was a wobbly one-legged cutter with its Genoa and staysail set and only one reef in the main! Not surprisingly it was being knocked about all over the place, and notably, our TIKI "catamarans can't sail to windward" 28 was pointing much better.

As we entered the mouth of the harbour, we were able to bear away and the boat loved



"Image" at Queen Annes Battery Marina, Plymouth. Bob Beggs' TIKI 26 "Sharing the Challenge" alongside. L-R Tom McCarrick and Bob Beggs. Note the raised cabin top on "Image's" deck pod.

it. She skimmed over the large waves at an impressive 7 knots, which increased to 8+ when we gave her a bit more Genoa. The fact that it then began to bucket with rain didn't seem to matter – everything was so wet anyway.

Experiences like the previous 36 hours do have one advantage. They make sitting in a bar after a hot shower, quaffing a pint in clothes still warm from the tumble drier seem like paradise. It may have cost us £15, but god bless Queen Anne's Battery Marina!

The weather was not forecast to improve so we cancelled Falmouth, and spent the drying out and cleaning the boat (the galley had not been properly stowed and had suffered as a result) and chatting to Bob Beggs who had just put his new TIKI 26 "Rainbow" in the water and was going across to France as a shakedown, fortified by the news of securing a sponsor for next year's single-handed transatlantic. Finally we put "Image" to bed at Millbrook and had a quick look at Steve Turner's operation.

Certainly, Plymouth Harbour is packed with Wharrams, from Hina upwards. It is a virtual floating testimony to thirty years plus of catamaran designing. And how does the TIKI 28 compare?

It is certainly a lot of boat. The difference between the TIKI 28 and the TIKI 26 is enormous, much more I would say than that between the 26 and 21. Whereas these are weekend coastal trekkers (Bob Beggs notwithstanding), the 28 is an ocean-going boat. She looks good and handles well. The pod does not, to me, "betray" the original Wharram principles, and offers a degree of civilisation and protection that will attract a wider audience. The price tag is steep when compared with those used to seeing second-hand Wharrams in the classifieds for less than the cost of the materials, but not so bad when set against what else is available.

So now it's back to the glass dust and fumes of my father's barn, both of us inspired to probably definitely have the Tanenui in the water next season. Which will make for an interesting comparison....

An A.P. Observes...

1. *Estimates: Between the three of us, boat speeds varied up to 2 knots, wind force maximum from F5 to F6 and the wave height from 6 or 8 feet to twice that. Beating not only increases apparent wind strength, but colours your attitude to rough seas. Read hairy accounts with a pinch of salt!*

2. *Navigation: Getting punch drunk and a bit queasy, we relied more and more on Decca, which was great – until it packed up (inevitably at night, beating into rough seas). DR is difficult under these conditions without a log (remember the speed estimates!). Using a handbearing compass at night with beta alpha light is not a very precise science when glasses are smeared with salt water and the boat is kicking around. He same glasses are totally inoperable when going below for log-keeping/chartwork as they mist up. Solution: a spare pair kept below decks.*

3. *Seasickness: We suffered in turns, but it was not the problem I had expected. Both Martin and I found that the high vertical G forces in the hulls, while uncomfortable and bruising, caused far less nausea than the great rocking motion in the pod midships.*

4. *Accessories: Never sail without a mackerel fisherman/cook on board.*

Robert Young

SILENT ANNIE FIRST CHANNEL CROSSING

Steve and Ann Studden bought "Silent Annie" a TANGAROA MK.IV as a part built project, which they rapidly completed at Millbrook, near Plymouth (S.W. England, see Sea People No. 14 for the story).

Here are some extracts taken from the log of their first cruise which started off quietly enough!

"Ann and I had our first sailing experience at Easter 1991 aboard "Silent Annie" perfect conditions for beginners, with Roger Cross as our tutor we soon got the hang of things. The following weekend we took her out on our own, winds 5-6 we were learning all the time, the need to learn and to feel the boat was important to us both, so we spent as many weekends as possible putting "Silent Annie" through her paces, as well as testing her for any weakness and also testing our capabilities.

"Silent Annie" was now ready, we were now ready for our first channel crossing". Steve and Ann departed from Plymouth after attending the P.C.A. 1991 UK. summer

meeting (see Sea People No. 16), there destination Morlaix in Brittany. light winds meant that they headed for Trequir and then ultimately Port Shanc, a small natural harbour with a narrow entrance.

The tides along the coast of Brittany are known to be strong, here is Steve's description of leaving Trequir and entering Lazardriueux.

"We cleared the entrance for Trequir, again the currents played there part of, you go one way, it goes the other. These currents are strong and turbulent and this was on good days. We cleared another rocky outcrop and as the tide was just starting to rise, we met what seemed like white waters, again the current was playing (here we go again). This was the entrance for Lazardriueux on the west side of the Isle de Brehat, I have never seen a whirlpool before but here was one about twenty feet in diameter with a drop of six feet to the centre, swirling around like a spinning wheel out of control, thirty feet off our starboard side. This was when Phil told me that it stated in the MacMillan Almanac 'It is advised to approach on the east side of the entrance' now we know why. The entrance in is well marked, but the current does tend to take you towards the rocks on

the Isle, but once cleared, the trip up river is fantastic, the scenery is really something. As we rounded a bend in the river there is a large rock on the port side and just beyond is the Marina on starboard. Our intentions were to pick up one of the visitors buoys, but these were already doubled up except the last one, but in order to pick up this one we had to turn into the current, this is when I wished we had a bigger engine, at full throttle I get 6 knots, but there I could just barely make headway, Phil and Ann were ready to tie off alongside another yacht, engine still on full power while he did so. Once tied off I checked the mooring warps of this yacht which were well worn. I tied off directly to the buoys fore and aft and put a spring on, now was the time to relax".

Later, "Silent Annie" made her way towards Guernsey in the Channel Isles where time was spent with Ian, a crew of Philip le Maitres TIKI 31 Sunrise, his family and friends. The Studdens then headed back for Plymouth and their first gale, Steve continues.

"Wednesday was another beautiful day the forecast was S.E. 3-4 so we left Guernsey from the north and once clear of the island we started to pick up speed averaging 9-10

Have You Read?

Sell up and Sail - Bill and Laurel Cooper
Nautical Books £19.95 (UK)

Ocean Cruising on a Budget - Anne Hammick
Adlard Coles £12.99 (UK)

Regarding Anne Hammick's negative comments with respect to multihulls, see Jim's Column In Sea People no 16.

The above two books are written as guides to those who dream of "doing it". They cover the practicalities of planning and arranging an extended cruise.

"Sell up and Sail" is aimed at those who intend to move on-board for good, while "Ocean Cruising on a Budget" addresses those wishing to make a year long cruise.

Both books are written with reference to the Atlantic Circuit (UK, Mediterranean, West Indies and back) and both are from a UK prospective. They cover similar ground, boats, equipment, essentials, luxuries, cost, health...All relevant topics other than seamanship and boatcraft. Much of the information is of a personal and anecdotal nature. The use of these books is in alerting one to the practical issues which the long distance sailor has to face.

Neither book offers any magic formula for financing long term cruising (Bill Cooper is retired from the Royal Navy and Anne Hammick works in the UK often with 2 jobs between cruises). Both agree that it is extremely difficult to earn enough "en route".

Sell up and Sail is 300 pages long and at times excessively long winded, however, it does contain some useful information and sensible comments.

Anne Hammick's comments on multihulls are enough to put many experienced sailors off the book before they have reached page 20. She does have good sections beyond and devotes space to useful subjects, for example the availability of different types of gas for cooking in different countries and the dangers of filling gas bottles designed for butane with propane (which is stored at a much higher pressure than butane).

Both books are worth reading, but let's hear from our own live-aboards: John Bellanger, John Heath, Glen Tieman... A.V.

"Anchoring and Mooring" by Alain Gree,
Published by Allard Coles Nautical,
London.

I have been anchoring all sizes of boats for over 30 years and i know all about anchoring!!! Well, I thought I did, until I read Alain Gree's book, price £12.99 (alright, call

it £13).

The book is superb - well laid out, beautiful photographs, good illustrations and clear drawings and text.

I found it invaluable in making the decision on the weight and type of anchor for our new PAHI 63.

At a price of £13 for this book, not to have a copy aboard one's boat would be considered bad seamanship. J.W.

"Complete Amateur Boat Building" by Michael Verney, published by Nautical Books, 35 Bedford Row, London WC1R 4JH.

This book by Michael Verney, price £17.95 (say £18), is definitely not the "complete" book. But then, how could it be? It would require several volumes to be accurately called the "complete" book on amateur boat building.

What Michael Verney does in his book is to describe (and describe clearly) the basis of self building using various mediums of wood, foam/glass, fibreglass, metal and concrete.

This book is a prime source of information when selecting a boat building method to suit your personality. Even if your mind is already fixed on, say, the Wharram method of construction, the book is a useful addition to your library, as the more and wider knowledge you have, the better builder and, ultimately,, all round seamen you will be.

J.W.



knots, wind was steady 3-4 S.E. I decided to get some sleep so Phil took the helm and after about ten minutes the sails were flapping and a winch was whirring, so I stuck my head out of the hatch when Phil informed me that the wind had changed right around to S.W., I came back on deck after checking our position, I felt uneasy looking down the channel, I could sense something, the sky looked different somehow, I took no chances, the first reef went in the main, furled half the Genoa and took down the stay sail, speed was 7 knots, I decided to stay on deck with Phil while Ann made the coffee, the wind was getting stronger, log read 10 knots, seas were getting bigger, we were in for a storm, the second reef went in and we furled in some more of the Genoa, now about a quarter, speed was 8 knots. It was now time for the weather forecast, Gale warning S.W. force 8, Phil and I looked at each other and simultaneously said "Tell us about it". We were in our first gale at night and the seas were big getting bigger, I started thinking to myself, has "Silent Annie" been built strong enough, has all the work Ann and I put in ,S..., this is not the time for thinking about things like this, but I think every builder must have had the same thoughts in conditions like these, Christ, this sea was big, although we could not see it we could feel it, now and again we caught a glimpse of the white surf running away from us as a wave would break and fall.

Start light came into view, now was decision time, our position was Dartmouth 18 miles, Plymouth 32, although Dartmouth seemed the obvious choice, I had my doubts. Dartmouth an entrance I did not know, at night and a gale 8 up our ass, I decided on Plymouth.

We entered Plymouth sound six o'clock in the morning, we had come through our first gale and any doubts I had about "Silent Annies", construction were gone, after all the building of her had been upgraded, so maybe on looking back the doubts were our capabilities in handling her in a gale, after all we weren't experienced in sailing, but I think we could now stand and be counted with any.

It was on our return to Foss that we learned that Bill Timkeys TANGAROA 'Mau' was caught in the same gale off the Isles of Scilly and that Sally Turner who was crewing had been airlifted but apparently everything ended up O.K. Bill has now reached Portugal. Good luck Bill.

Cat Corner

By Tim Forrester PCA Cruising Sec.

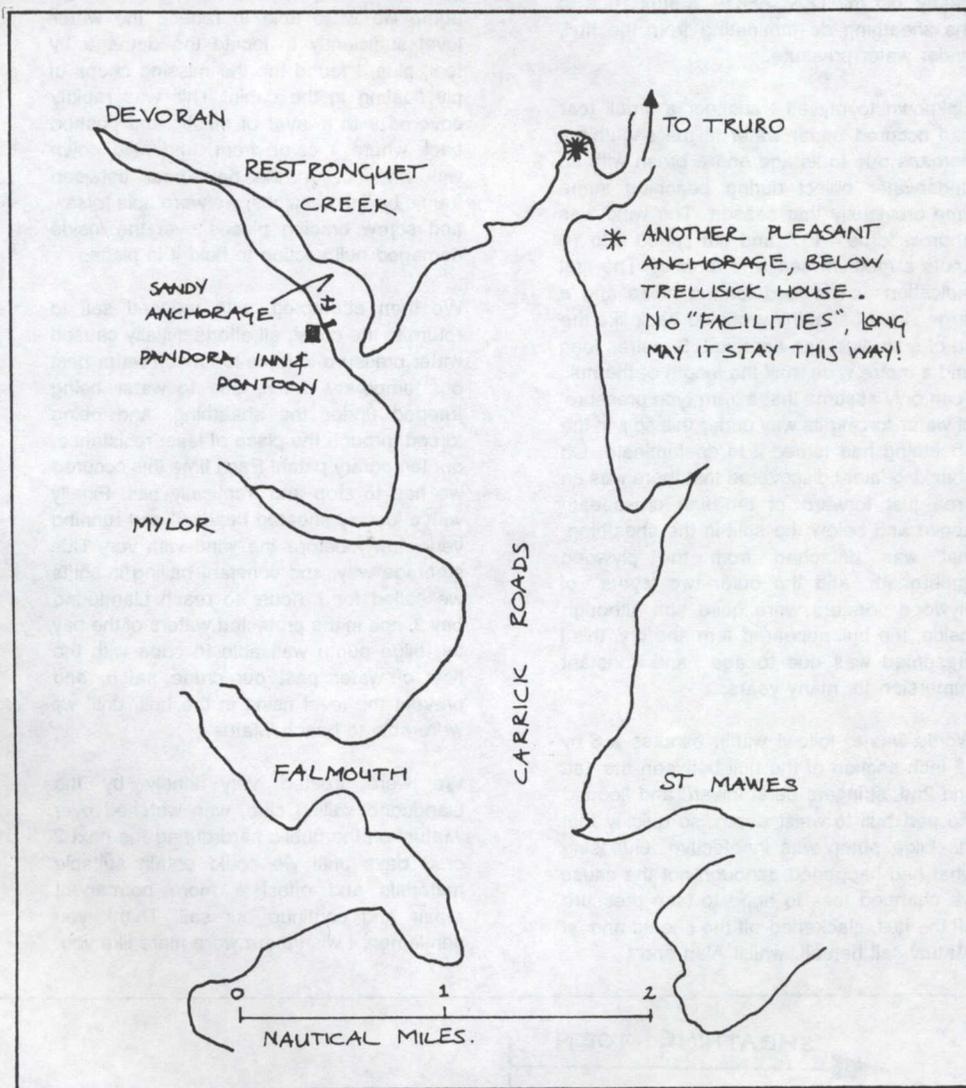
Following discussions at this year's AGM, a new regular feature of the Sea People is to be a series of articles by members giving details of their favourite anchorages/harbours. This is to be entitled "CAT CORNERS". The idea of this feature is for cruising enthusiasts to share the wealth of knowledge accrued over the years of spots which might particularly appeal to Polycat sailors with our shallow draught advantages! I've started the ball rolling by describing Restronguet Creek and in particular the area around the Pandora Inn, the venue for the South West get together on 25 April last.

CAT CORNER 1 Restronguet Creek (Cornwall, England)

Situated at the North West corner of Carrick Roads, Restronguet Creek is navigable by PolyCat some 2 miles up to Devoran (home of JWD). Of particular interest to the cruising cat is the Pandora Inn which lies on the southern bank of the creek about 1/4 mile from the entrance. The pub itself dates back to the 15th century and is named after the Pandora, the ship which was sent in pursuit of the Bounty mutineers. (Did this make them Bounty Hunters?) .

Pilotage; The mouth of the creek is a deep water pool, shelving as you approach the Pandora pontoon. The greatest hazard here is concentration of swinging moorings but I've seen Steve Turner take his Oro through under engine with considerable panache. Once at the Pandora the simplest berth is to lie alongside the pub's pontoon (which dries at low water). Alternatively you can beach on either side of the pontoon and dry on a mixed bottom of mud and gravel. The third option is to anchor on the sandbank off the grassy quay just upstream of the pontoon, this affords the additional advantage of firm golden sand and scrubbing off if you need to. The creek is sheltered from all directions but a short chop can build up in the mouth in a south-westerly.

Facilities; The pub does a good range of meals and snacks, both outside overlooking the water, and in the bar and restaurant. For overnight stops there is a shower and freshwater tap. There are charges for some of the facilities.

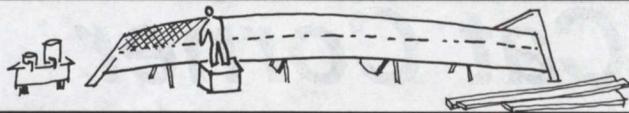


CAT CORNER DATABASE

Since Tim Forrester's suggestion for the "Cat Corner" feature, DW Brooman, owner of a TANGAROA MKI "Matua" (see article "Watch your Sheathing") has written in offering to edit a Polycat cruising guide. I have suggested that he keeps an up to date "library"/"database" of information received and publish a list of areas referred to in this database. Members can then request copies of the relevant data as and when they need it.

We are in the process of setting this up, so for the moment send any information you through to myself. The idea is not to limit the database to the UK, so if it is successful, who knows how it may grow! As DW Brooman says..."we do not only want to know where to go but also where to avoid!"

To set the ball rolling, Norman Carrivick has sent us an entertaining 12 page guide and account of his trip through the French canals, starting at Calais and finishing on the Mediterranean coast at Valance. He covers all aspects for example: supplies, lock types and lock etiquette, plus a stage by stage account of the trip through France. See News from Sea People for some extracts.



WATCH YOUR SHEATHING

D.W. Brooman has sent us the following account of his unfortunate occurrence last year while sailing his TANGAROA MK.1 "MATUA"

During sailing in the Irish sea last year I nearly lost my TANGAROA 'Matua', due to the sheathing de-laminating from the hull, under water pressure.

Unknown to myself I suspect a small tear had occurred under water in the sheathing, perhaps due to its age and a brush with an underwater object during beaching some time previously that season. The wind was approx. force 4 to 5 and our speed 8 to 10 knots a medium sea was running. The first indication was a loud tearing noise and a large strip of sheathing peeled back like the lid of a sardine can approx. 3.5 metres long and a metre wide, half the length of the hull. I can only assume that a 'ram type pressure' of water forcing its way under this split in the sheathing had forced it to de-laminate. On checking later I discovered that there was an area just forward of the first crossbeam above and below the split in the sheathing, that was detached from the plywood underneath, and the outer two layers of plywood veneers were quite soft although inside, the hull appeared firm and dry, this I presumed was due to age and constant immersion for many years.

Worse was to follow! within minutes a 6 by 12 inch section of the hull between the 1st. and 2nd. stringers burst inward and flooded the port hull to waist depth, so quickly that the bilge pump was ineffective. Guessing what had happened although not the cause we changed tack to hope to take pressure off the hull, slackened off the sheets and let 'Matua' sail herself, whilst Alan and I

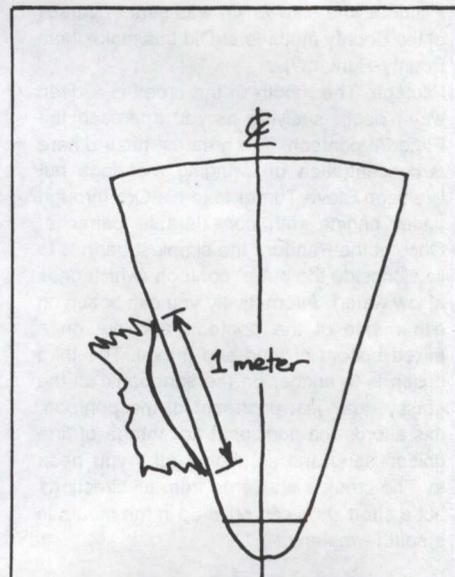
attempted to bail, one amidships in the cabin and one astern, bailing water into the central midships cabin section, and then through the cabin hatch overboard. Fortunately, and this was the only thing that saved us, once on the other tack and sailing much slower the sheathing opposite the hole in the hull had not torn off (see sketch) and this acted as a collision blanket held over the hole by water pressure, reducing the flow to where a constant bailing by two men plus the bilge pump we were able to reduce the water level sufficiently to locate the damage by feel, plus, I found the the missing chunk of ply floating in the cabin. This was rapidly covered with a layer of mastic and pushed back where it came from, and held down with my foot. In the next hour between frantic bailing sessions, we were able to saw and screw bracing pieces over the inside damaged hull section to hold it in place.

We then attempted, with reduced sail to return to the coast, all efforts initially caused water pressure to force too much water past our temporary patch, due to water being trapped under the sheathing, and being forced through the place of least resistance, our temporary patch! Each time this occurred we had to stop and frantically bail. Finally with a loosely sheeted headsail and running very slowly before the wind with very little steerage way, and constant bailing in shifts we sailed for 7 hours to reach Llandudno bay. Once in the protected waters of the bay the bilge pump was able to cope with the flow of water past our crude patch, and prevent the level rising in the hull, until we were able to beach 'Matua'

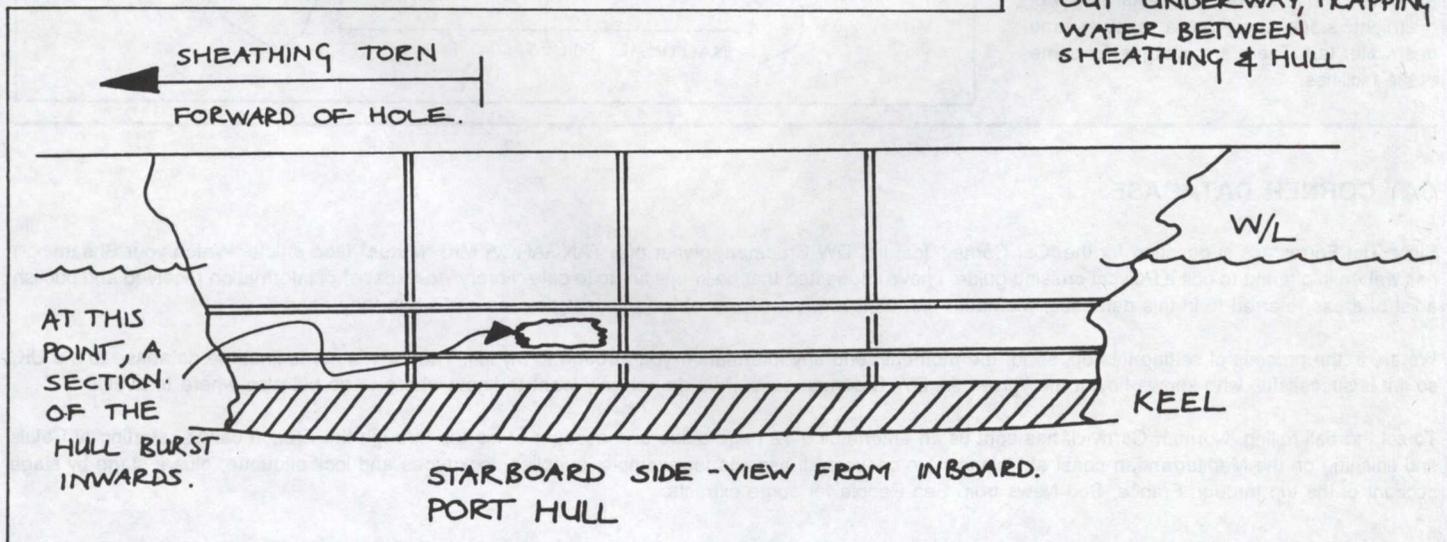
We were treated very kindly by the Llandudno sailing club, who watched over 'Matua' on the public hard during the next 2 or 3 days until we could obtain suitable materials and effect a more permanent repair and continue our sail. Thank you gentlemen, I wish there were more like you.

CONCLUSIONS

As plywood sheathed Wharram cats get older it appears that the plywood skin to the hull does not, as I believed fail at a uniform rate, as the inner plywood on the damaged section of the hull, was, to visual inspection, and when pressed with a screwdriver, reasonably sound, whilst the invisible outer veneer under the sheathing had become quite soft. Once this was realised the remainder of the hull was checked and several other areas were discovered in the same state. The sheathing may protect your hull but unless you know the boats history very well, is it really sound, especially with several layers of paint to mislead you as to the real state of the plywood underneath. It was strange to find all the suspect areas on one hull only, the other showed no signs of failure (had one hull been built under different conditions than the other? I don't know)



SHEATHING BULGING OUT UNDERWAY, TRAPPING WATER BETWEEN SHEATHING & HULL



HINEMOA MODIFICATIONS

The HINEMOA has recently been updated by some members, to bring the design in line with some of the advantages of the TIKI design. Here is one typical story from Adrian Honeybill:

"In March 1989, I bought a HINEMOA from Bill Timkey, who lived and sailed the cat out of Porchester in Portsmouth harbour. A lorry was hired and with the help of friends (the usual way in Wharram circles, plus the thank you beer) it was loaded as separate hulls, beams etc and brought back to Reading, Berkshire. 14 months of work followed. The refit included: - new hull decks & centre deck; fitting a fourth beam to give a new engine position; building and fitting a new design of cabin top (in line with the TANENUI cabin top format); completely stripping the hulls back to wood and coating with 3 layers of epoxy. The epoxy was rolled on, in temperatures that were sometimes above 80°F. I used a slow hardener and started by using all foam rollers. This did not work, as on the second pot of epoxy, the roller decided to go into an uncontrolled runaway exothermic reaction! It started to smoke!! From then on I used thin walled foam rollers and so the job finished without further drama. The paint job was International yacht enamel - yellow decks and gunwhales, mid blue cabin tops and hulls. After antifouling, the boat was assembled in the back garden, surveyed (and passed by an envious surveyor) and finally loaded on a hired car transporter to take "Ra" back from "whence it had come". Some of you may have read my article a few editions ago of my intention to set up shop in the Wash. A last minute piece of luck changed my plans. I had found out through Bill that Fareham Borough Council did a very good deal for mooring licences. £30 + VAT and you lay your own ground tackle. I was the proud owner of a tidal mud mooring licence, 30 yards from it's original mooring at Porchester.

Then followed 12 months of tidal and day sails, getting to understand the mysteries of the Solent and "Ra". One thing that I found difficult (especially when I had a bout of "tennis elbow") was the handling of the main sail. With my sailing patterns, the rig had to be easy to set and control. The sprit main was not to my liking (although it was very efficient for the area and type of sail. On one occasion, I embarrassed a Sigma 33 by sailing parallel with it, on a beam reach, for over a mile). A chance conversation with Steve Turner soon altered all that and I found myself on an early morning start to Imagine Multihulls in Torpoint to collect a new TIKI 21 mast. The return journey proved that the mast was strong (I lashed it onto a ladder rack on a Volvo estate - the mast is 21' long) and could travel at well in excess of its design speed (210 miles in 3 hours)!

The fitting was straight forward. It was located in the same position as the original mast. Some calculations that I had made a few months before on a long air flight to Atlanta, proved that I was not changing the status quo by much. I calculated a dynamic stability of 18 knots.

The sails were bought second hand from Spencer Martin, a TIKI 21 owner. Although not originally used for a TIKI, Spencer had successfully modified them with the necessary luff pocket added for the main sail. I laminated the gaff out of knot free softwood. With the relevant rigging wires fabricated, the new rig was erected last November. The results were very pleasing. Overall performance was better, "Ra" pointed higher, was easier to handle and sail setting was a cinch compared to the sprit rig.

One feature of the new rig caused problems. With the increased height of rig (14' compared to the new 21') and the redistributing of the stresses, the old chain plates were subject to excess strain. In February, whilst sailing in a blustery f4, the starboard bulwark, complete with chain plate, pulled out. the screws attaching the

bulwark were left in place. The bulwark (about a 5' section) had ripped itself between the 2 beam boxes, leaving myself and Spencer on a falling tide, mast in the drink pushed away from the mooring (we were right at the end of the sail when it happened). to cap it all, the Seagull was not delivering full power. An interesting 30 minutes then followed - we did get back, tidy up and then contemplate the problem. The fix was to bolt the chain plates onto 1" thick ply backing block and in turn bolt the assembly through the replaced gunwale into the underlying stringers/bulkheads. As I commented later, "it would not fall down now". Fate was listening! In May, in similar conditions, whilst sailing near an American submarine and the Royal Yacht "Brittania", the mast decided take up a horizontal attitude once more. This time, the cast chain plate had failed across the first bolt hole. Thank heavens Betty was at Windsor! The Americans did look bemused - my crew Barry had to sit on the mast, which was at right angles to the boat, whilst the now overhauled Seagull pushed us back to the mooring without further drama. Both chain plates were eventually removed and replaced with stainless steel through deck chain plates.

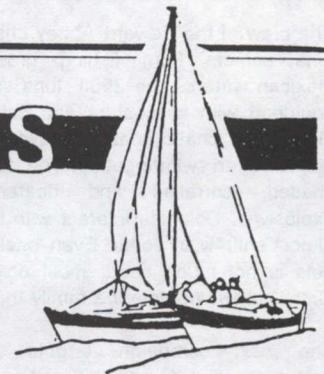
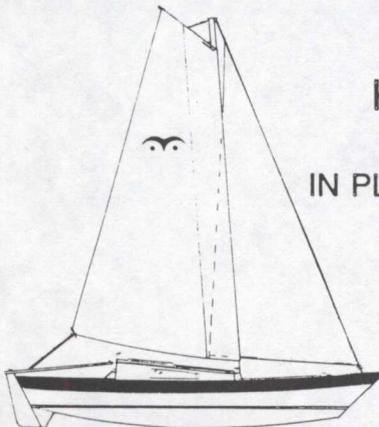
The only other modification to date is the replacing of the original tillers with a pair of laminated, curved (for Ackerman characteristics) tillers. these are great improvement also.

So now I have a well behaved, predictable, comfortable HINEMOA. The only thing that will now stop me from sailing at every possible occasion is the little issue of a new project. In June, I brought into the back garden (transported yet again on a car trailer) two part completed TANENUI hulls, sold to me at a price that I couldn't refuse. Now I want to raise the deck line to bulwark level, use TIKI 26 beams, TIKI 28 sails and mast..... Don't worry, the magazine will be produced!! Fair winds and good company.....Adrian

IMAGINE MULTIHULLS

TIKI 21&26
IN GRP
KIT OR SAILAWAY

SECONDHAND TIKIS
IN PLYWOOD OR GRP ALSO AVAILABLE



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

Conservation



Angela Moore is a "Sea person", she first started sailing in 1986 and within months was making a 7 week delivery trip from Greece to Hamburg, a voyage undertaken in October, with foul weather.

Back home in Dublin after that trip she spent some time helping me (A.V.) work on "Anna Blume" PAHI 26. Now living in California, she has sent us the following report from The Sea Shepherd Conservation Society.

On the 14th. of March two black ships entered L.A. harbour. They are the Sea Shepherd Conservation Society under the command of Greenpeace co-founder, Paul Watson, I was the first mate on the 96ft. Edward Abbey, named after the author of wilderness literature and the novel "The monkey wrench gang". The other ship is the 187ft. Sea Shepherd II.

Last December the Sea Shepherd II and 15 hereditary chiefs from tribes native to British Columbia met the Spanish Columbus ship replicas off Puerto Rico and received an apology for the celebration of the arrival of Columbus, which the natives liken to celebrating Hitler's birthday.

After transiting the Panama canal. Up to 10 illegal fishing boats were harassed and chased from Cocos island, (Costa Rica). It is illegal to fish within 12 miles of the island. These boats were long lining for shark. Thousands of sharks have their fins cut off for shark fin soup and are thrown back into the water still alive. Whole species are becoming extinct.

Sea Shepherd confirmed the existence of drift nets set on sea banks in Mexican waters. After Successfully avoiding arrest in Acapulco for the ramming of a Mexican tuna boat by the Sea shepherd, attention turned to dolphin killing tuna seiners in the Eastern tropical Pacific.

The crew of the Edward Abbey chased large tuna seiners from fishing grounds into Mexican waters. The 250ft. tuna seiners are equipped with helicopters and half a dozen high speed chase boats. Yellowfin tuna and dolphin often swim together. The dolphins are chased, corralled and deafened with explosives. Dolphins interact with their world almost entirely by sonar. Even 'backing down' nets is not much good, most dolphins can jump, but will not leave a family that cannot.

The next campaign targets Japanese, Taiwanese and Korean drift netters. They set nets 30 miles long night after night, catching everything that swims and hungry birds. The Sea Shepherd Society confronts and destroys on the high seas, in the courts and in the headlines.

Two ships must be re-equipped, repaired and refuelled. Crews number 15 on the Sea Shepherd and 8 on the Abbey, will be hard at

work and, of course, not getting paid. It is a labour of love for those who go on the campaigns and for the supporters. Incidentally approx. 40% of the crew, including engineers are women.

This is a reaction to what I saw in six months and 7000 nautical miles.

"Before joining Sea Shepherd I had read a fair amount concerning the environment but nothing prepared me for the great sadness we feel when confronted with a dying ocean day after day. I saw two whales in four months and dolphins only every second or third day. The dolphin we saw were marked, they have very delicate skin, they appeared 'Paranoid' unlike dolphin I have seen in the north Atlantic.

Crew members told of times twenty years ago when there were birds, dolphins, whales and fish by the thousand. Others remarked on the difference between ten, three and even one year ago.

We swam with wild dolphins in the open ocean. It was a high point for all of us, they are truly beautiful animals, we can all do something, nothing is more important than doing whatever we can to preserve wild places for wild animals.

Sea Shepherd Society needs funds, no salaries are paid to the volunteers who are risking their lives in the defence of the worlds oceans. Edward Abbey said "there comes a time in the life of all of us when we must lay aside our books or put down our tools and leave our place of work and walk forth on to the road to meet the enemy face to face. Once and for all and at last". This is Sea Shepherd, we sacrifice our homes and families and may one day have to give our lives.

Call them for more information, become a member, buy a T shirt, arrange a donation, volunteer your skills:

(310) 394-3198 or call in to 1314 2nd. street, Santa Monica CA. 90401. USA

LAUNCHING THE "SPIRIT OF GAIA"

On Saturday 16th May 1992, James and Ruth Wharram, Hanneke Boon and Joke Snell launched the "Spirit of Gaia".

Reading back through previous issues of the Sea People, we can trace her progress, in the text of "Jim's Column". She has taken five years to complete and has passed through the stages familiar to most builders, elation at the start, settling down in to a routine, wandering will she ever be finished, slowed down as funds became scarce and then at last afloat.

Many people have worked on this project, some for months and some for days. It has introduced would be builders to the techniques required if they are to complete their own boats. There have contributed what Christopher Day (see Self Build Housing) calls gift work;



Above: The crowd gathers at Devoran Quay for the launch of "Spirit of Gaia". She had been assembled on the shore during the previous 3 days.



they wanted the project to succeed especially in its aim to undertake low impact research; following whales and dolphins; studying by observation.

Launching day was a celebration, a festive occasion, which Anne Kennedy describes below:

Andre and I arrived in Devoran with a bag full of semi-cooked breadfruit, our offering towards the feast which would take place after the "Spirit of Gaia's" launching. The breadfruit's semi cooked state was the result of high temperatures in the luggage compartment of the bus we had taken from London.

Many people were already there, including friends from Hawaii who became interested in "Spirit of Gaia" when they had met James a few months previously in Hawaii, at a dolphin conference. The Hawaiians saw the "Spirit of Gaia" as one of their voyaging double canoes and wished to give it a

James Wharram welcomes all and explains the evenings proceedings.

Hawaiian style launch. Jo Kiko Johnson Kitazawa, boatbuilder and "Kahuna", was sent with specially composed Hawaiian ritual chant of welcome for the Gaia's launch. Bane and Ramona also from Hawaii were there as well and helped produce a Hawaiian style feast, which included among other things, breadfruits and roast sucking pig, cooked in the traditional Hawaiian manner.

We had arrived 2 days before the launching and the hulls had already been moved from the James Wharram Design workshop to the quay. Apparently this had been quite an operation, as it involved moving two 63 foot hulls along a narrow country road and negotiating tight corners. At this stage Ernard Pearson, an experienced Wharram sailor (see Sea People no 8 - "The perfect man to have in a crisis"), had taken charge of preparing the boat for the launch.

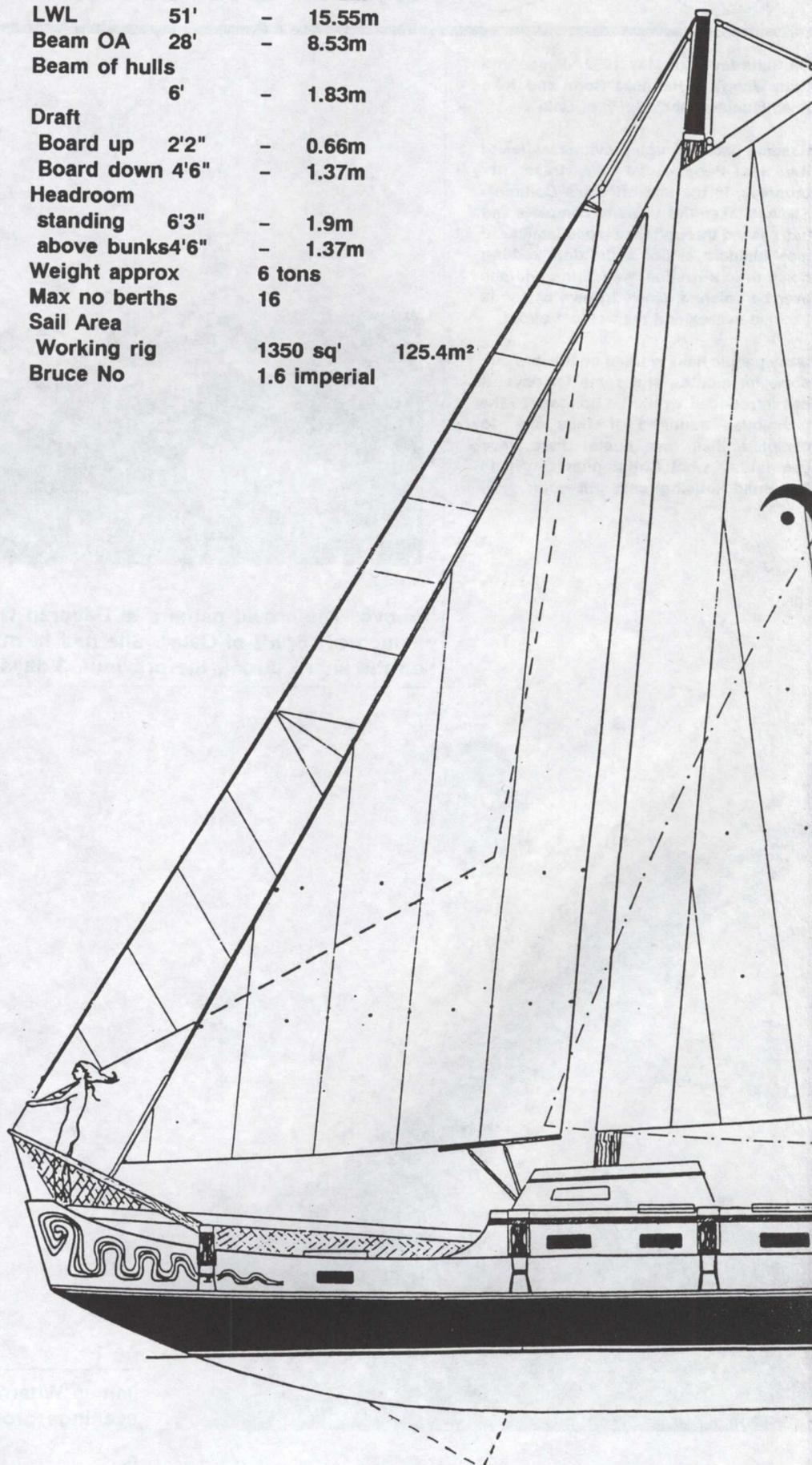
The next day the hulls were squared up using levers. Then the 28 foot long beams were lifted and lashed into position by a team of 12 people. With her beams in place, the 2 cradles which had been supporting the hulls, and used as trolleys with small wheels fitted, were removed. The Gaia now rested on round wooden poles and was ready for launching.

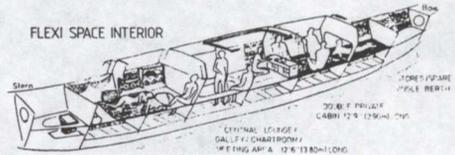
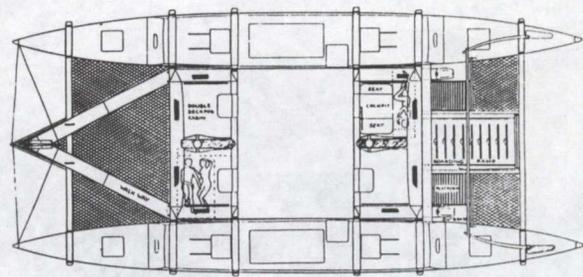
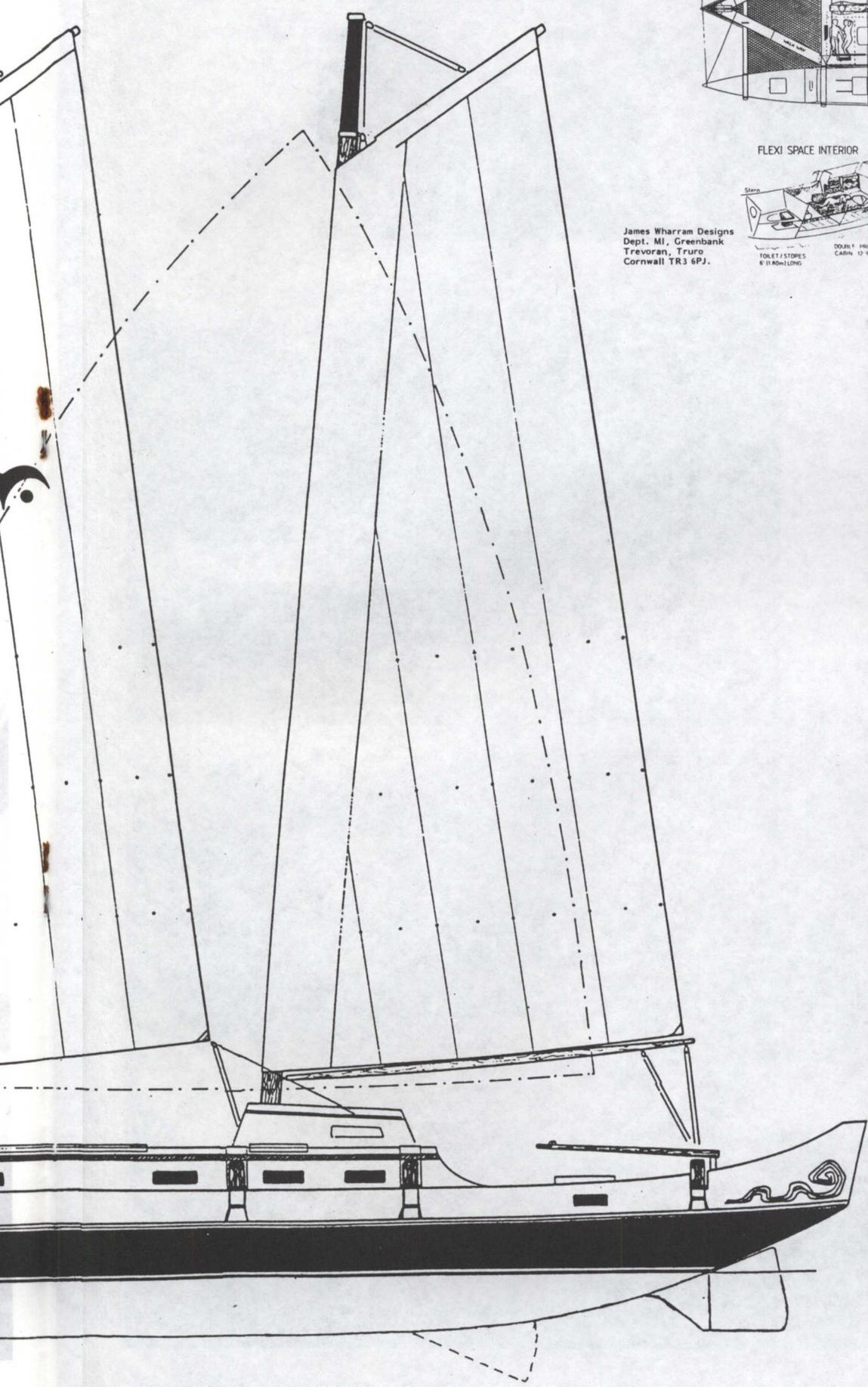
The launching was scheduled for the following evening at 6pm when the spring tides would be at their highest. By 4 o'clock on launch day, a regular crowd began to congregate around the boat. No doubt word had been spread by the local school children, a number of whom had helped push the hulls down to the quay. As the time of the launch drew near, James, bedecked in flowers, welcomed all to the celebrations.

Morris dancers began the ceremony, giving a very energetic performance with their black painted faces and white swirling costumes.

**"SPIRIT OF GAIA" - MAKUA HINE HONUA
PAHI 63
DESIGNED BY JAMES WHARRAM & HANNEKE BOON**

LOA	63'	-	19.2m
LWL	51'	-	15.55m
Beam OA	28'	-	8.53m
Beam of hulls	6'	-	1.83m
Draft			
Board up	2'2"	-	0.66m
Board down	4'6"	-	1.37m
Headroom			
standing	6'3"	-	1.9m
above bunks	4'6"	-	1.37m
Weight approx			6 tons
Max no berths			16
Sail Area			
Working rig			1350 sq' 125.4m²
Bruce No			1.6 imperial





James Wharram Designs
 Dept. M1, Greenbank
 Trevoran, Truro
 Cornwall TR3 6PJ.

TOILET / STORES
 8' 10" HIGH x 10' 0" LONG

DOUBLE PRIVATE
 CABIN 12' 6" x 13' 6" x 11' 0" LONG

OPTIONAL: LARGE
 GALLEY / CHARTROOM
 14' 6" x 11' 0" x 11' 0" LONG

Then came the local vicar, who blessed the "Spirit of Gaia" with holy water, whilst perched precariously on the bowsprit, drenching a few of his flock in the process.

The Grand Bard of Cornwall then delivered a Cornish version of the Hawaiian chant. He too looked a little uncomfortable standing on the bowsprit, however by now the strong wind which had been blowing all afternoon, and threatened the launch, had dropped, a sign from the gods?

As the tide rose higher, Kiko ascended to the bow, swathed in blue flowing robes, stood confidently, his hands stretched upwards, and began his specially composed chant of welcome to Devoran and it's new Ocean Sailing Double Canoe. As part of the Hawaiian ceremony, a coconut was split open and its juice was poured over the Gaia's bows.

Accompanied by a pair of kettle drums and clicking of stones, Kiko led us into the chant of E-Ola, and several strong bodies leant their against the hulls. For a few tense moments nothing happened, then suddenly she moved and was afloat. Once she hit the water, a pair of couches joined in the melody and sung out in celebration.

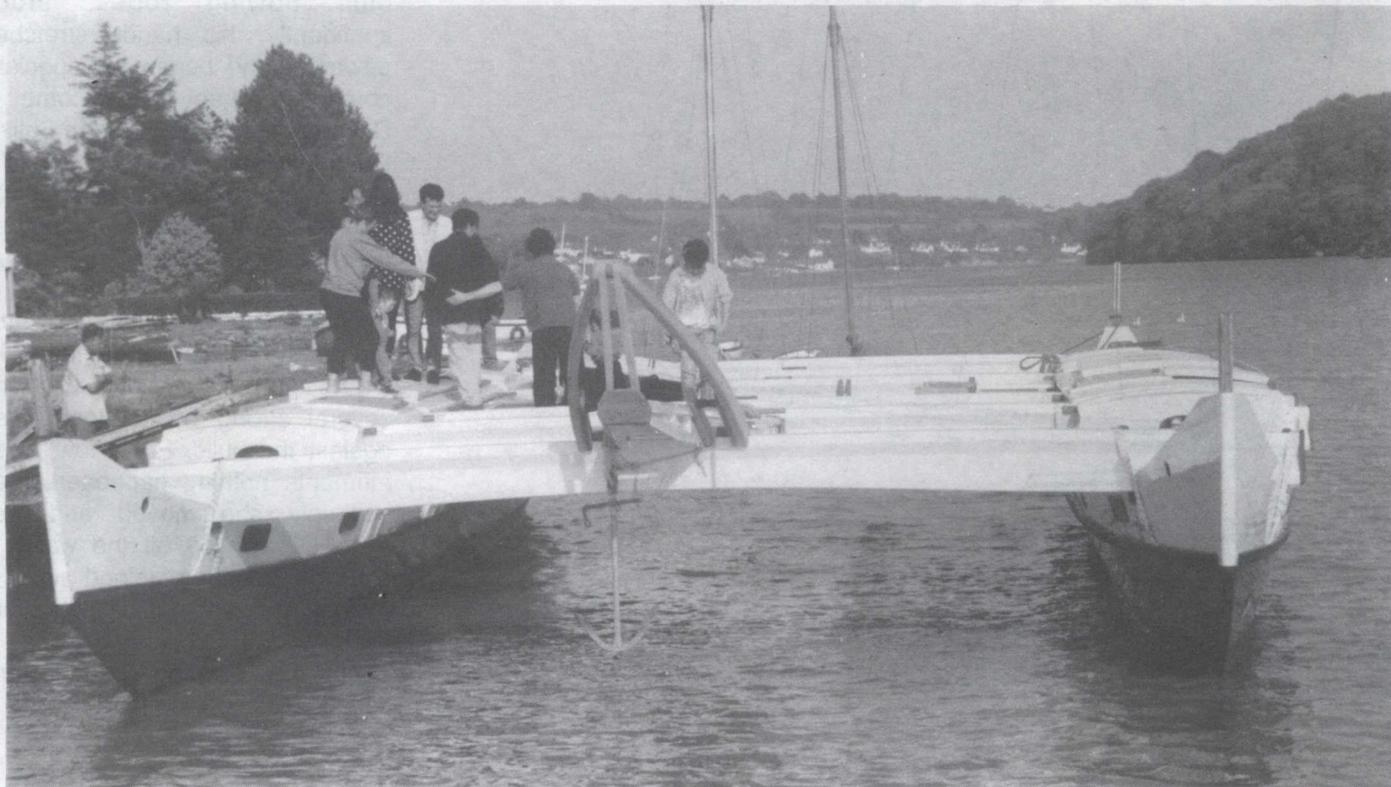
Then the feasting began, and lasted late into the night.....



Kiko Johnson Kitazawa delivers the specially composed Hawaiian ritual chant. This culminated in the chant of E-Ola, sung out by the crowd in time to the beat of drums, while the "Spirit of Gaia" was pushed into the water.

The Cornish gig "Fury" prepares to guide the "Spirit Of Gaia" back to the Wharram Base for her final fitting out and rigging.

Below: Bows on view of the PAHI 63



Self Building (Houses)

In Sea People no.15, Joke Snell suggested that we build up a section on "Green Materials"; in Sea People no 17 I asked members to write in if they had any experience of self built housing.

Duncan Gilchrist from the UK and Tom Milano from the USA have responded. the idea of this section is not that the Sea People goes off down some irrelevant avenue, but that we explore, from time to time, matters which may be of interest to PCA members; say "related endeavours".

By their nature, these articles can only touch on much larger subjects, but the hope is that by relating personal experience; and sources of information and support, be they books or organisations; avenues will be opened for exploration by those interested.

Lets begin with a letter from Duncan Gilchrist:

A magazine called "The Sea People" is hardly the place one expects to find copy on self-build housing, but yes: I am interested.

Owning a house is probably the biggest single investment any of us makes. It is therefore important that we do not squander this money on building something which, when finished, is of less value than the money put into it. Well-ried house designs, in durable materials, built to last, may be boring, but they are the type of dwelling most likely to re-sell and not lose you a fortune (or become a financial mill-stone round one's neck).

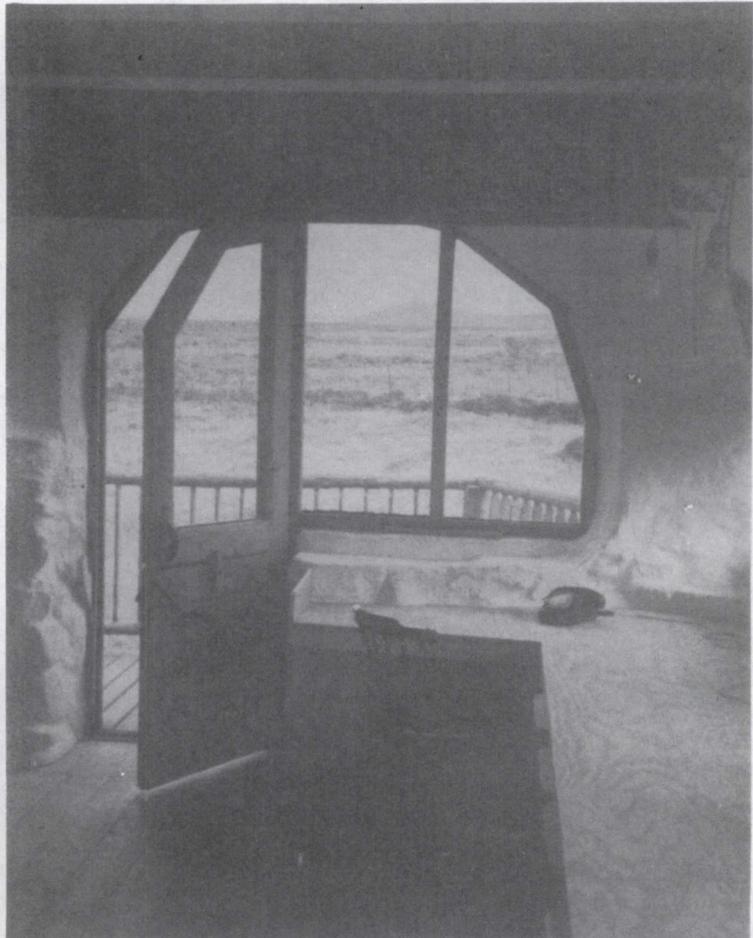
Until the house price surge and slump, building your own home could save 40% of the finished value. 12,000 self-build houses were being completed in the UK per year prior to 1989.

As a first step toward self-building read Murray Armor's "Building your own home", and "Brick by brick" by Leading Edge Press. The centre for Alternative Technology, Machynlleth, Mid Wales, SY20 9AZ, publish and stock many articles and books on this subject, but be warned - they are a bit specialised.

Duncan Gilchrist

PS How about living in old caravans, on waste ground? Or a similar, but more permanent solution, such as the Find horn "project" (which truly does meet many idealists dreams).

Self building in relation to housing means different things to different people. The definition ranges from self building in the literal sense, as we self build our boats, to what could more accurately be called self management. This is where the "self builder" does not get his or hands dirty, but co-ordinates a number of subcontractors, each responsible for a different part of the building. Naturally many self built houses fall some where between these two poles.



You can buy a window or you can make one. As long as you ensure that water will run out of joints etc, that glass will not need to be bent and that the finished object will not distort, it will be workable. But why have all the expense to buy one, or the effort to make one, if it is not beautiful? Windows (or anything else) do not stand on their own; we experience them in relationship with their surroundings. Once you think of how the window will speak to the wall-shape and around it, it is no longer possible to regard aesthetic considerations as separated from practical ones. In such a way, we can re-establish, through conscious activity, the artistic approach to craftsmanship that in previous ages was intuitive.

Illustration from "Building With Heart" by Christopher Day.



Tom Milano's self built timber framed house.

David Gilchrist in his letter above, implies that durable, well built housing will necessarily be boring, an idea which most hands-on builders would dispute, although it does seem that many "self managers" do produce exceptionally dull "suburban villas".

In addition to the books referred to by Duncan, another excellent one is "Building with Heart", a practical approach to self and community building, by Christopher Day (published by Green Books, Ford House, Bideford, Devon EX36 6EE, price £9.95).

For anyone seriously contemplating self building, this book is particularly useful and it assumes one is building with very little cash. This is very relevant today in the UK as it is virtually impossible to borrow money from building societies for self building (apparently too many schemes ended in tears).

Christopher Day, the author of Building with Heart, has become something of a Guru amongst ecologically sound designers and builders. He has developed his views through practical experimentation which began when in 1972, he moved to Wales and began building a house for himself and his family.

Building with Heart is a thoroughly practical book, dealing with the problems and issues surrounding the successful completion of a self building project. (In this respect it is of use to anyone contemplating the construction of a large catamaran, especially if with the help of voluntary labour). The book does not tell you how to size timbers or how to lay DPC's but explains all the practical pitfalls likely to befall the self builder and also the many advantages which self building can allow.

Christopher Day makes interesting comparisons between the use of skilled professionals and amateurs on a site. The professional is trained to do the work quickly and effectively and this leads to the work being carried out in standard ways, eg windows are rectangular, walls rectilinear.



View towards double height space in Tom Milano's house. Insulation, ventilation, fireproofing, power supply, structure; a great deal of coordination is required.

Once "amateurs" start working on a site, a number of different factors come into play; one is the learning curve; people take time to develop new skills, thus programmes for completion take longer. However to the non professional builder, each element becomes important in itself, for example a window or a room is not "just another window or room"; each one is quite specific and will have a good deal of thought and effort invested in its design and construction. Thus while self building may take longer, it has scope for buildings of much greater personality and interest.

Needless to say self building also has great potential for chaotic interpersonal relationships and conflict on site, these matters are given a thorough airing in the book.

A companion volume to Building with Heart, also by Christopher Day is "Places of the Soul" (The Aquarian Press £12.99). This volume deals with the design of buildings and how one produces "health giving architecture", we hope to review it in a later edition of Sea People.

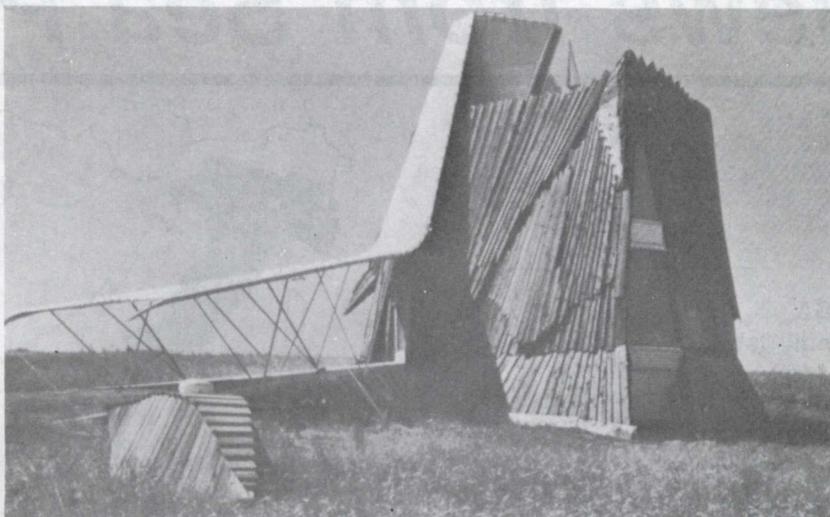
"Green Building"

It has become clear that a number of modern materials while easy to use on site, have potentially harmful side effects, often due to slow "off gassing" where by certain chemicals used in their production are slowly released. Paints can be particularly noxious in this respect, especially while being applied, and house painters, who are continually exposed to their fumes have a high risk of developing respiratory disorders.

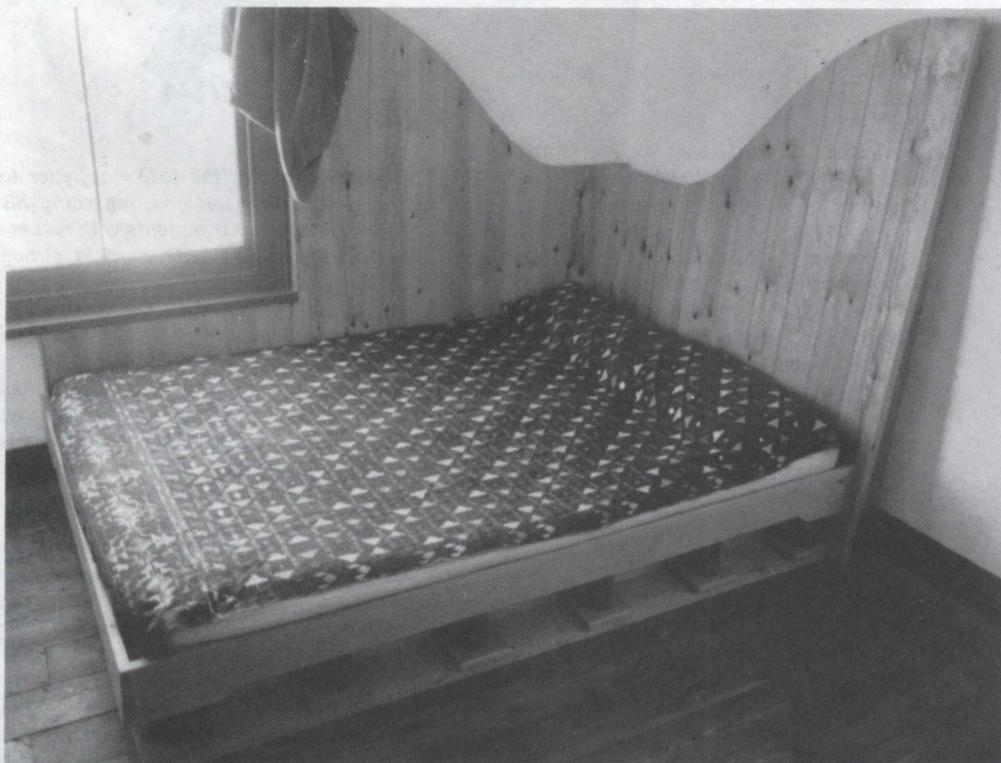
In Germany, the "building biology" movement has grown over the past years. This looks at how to design "healthy buildings in harmony with the environment".

In Britain the Ecological Design Association (EDA) was formed a couple of years ago and will be of interest to anyone contemplating the design or improvement of homes. The EDA is run voluntarily, much as the PCA.

Membership is open to all, and members receive copies of the ECO Design magazine. The EDA is concerned with the impact of design and acts as a useful forum for the exchange of ideas and information. The EDA can be contacted by writing to: The Ecological Design Association, 20 High Street, Stroud, Gloucestershire GL5 1AS, UK.



Herbert Greene's Prairie House, Norman Oklahoma 1961. Oscar Wilde: "To be natural is such a very difficult pose to keep up". - from Modern Movements in Architecture, Charles Jencks.



Organic Paints

Paints produced as far as possible without the input of polluting synthetic materials.

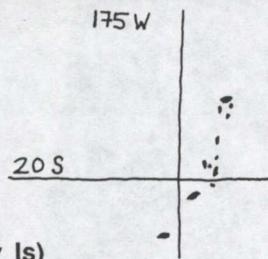
Sources in the UK

AURO Paints
White Horse House
Ashdon, Saffron Waldon
Essex, CB10 2ET
Tel 0799 584888

NUTSHELL Natural Paints
Nutshell Supplies
Newtake
Staverton
Devon TQ9 6PE

Small scale "green building". A proto type self build bed design by André Viljoen. Materials, floor board quality soft wood, screws, minimum glue, and organic stain. The bed provides storage below the fold back futon

News from Sea People



TONGA (Friendly Is)

We are enquiring about the whereabouts of two Wharram catamarans.

The first is the yacht "Frygga of Cymru" (built by Bob Evans in Wales) with skipper/owner Axel Schaaf. The yacht is a NARAI Mk1. We have recently heard that the yacht was lost off the coast of Mauretania, approximately 1986-87.

The second yacht "Rua Ma Toru" with owners John and Jill. The yacht is an ORO and John and Jill purchased it in Gibraltar in approximately 1982-84. Both were farmers with no previous sailing experience. Shortly after purchasing "Rua Ma Toru", they sailed to the Canary Islands. Since then we have heard that possibly the boat broke up but we have been unable to confirm this.

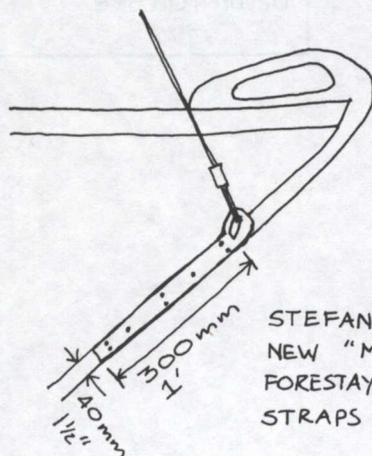
We would appreciate any information on the welfare of our friends.

We are Uwe Schreiber and Brigitte Varelis and own "Naivi-Tu", a NARAI MkIV built in 1978. We purchased her in England in 1983 and have since sailed to France, Spain, Portugal, Canary Islands, Cape Verde Islands, through the Caribbean from Martinique to all islands south, Venezuela, Panama, Costa Rica, Hawaii, Palmyra, Cook Islands, and Tonga where we have been for Two years.

Thank you for your help in locating our friends.

Uwe Schreiber and Brigitte Varelis
General Delivery
Neiafu
Vava'u Island Group

Tonga



STEFANO GUIDI'S
NEW "MASSIVE"
FORESTAY BRIDLE
STRAPS (TIKI 26)



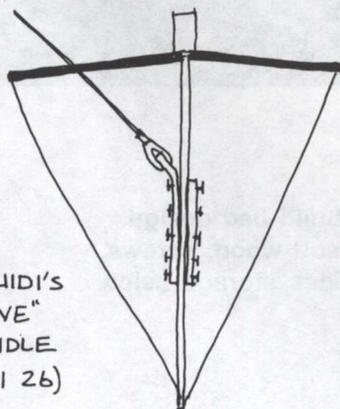
ITALY

Stefano Guidi of Bologna built a TIKI 26 which 'sails very well', but in April 1991 he was given a 'very bad surprise' three days after launching, when with the mast temporarily fixed / rigged, a storm hit with winds up to 80 miles per hour (F 12) the mast fell, breaking the edge of the bow where the forestay bridle is fixed, and on the same hull the mast hit and smashed the cabin side open. Water filled the hull through the holes in the bow and cabin side and the boat capsized, but remained attached to its mooring buoy.

Stefano has made the following modifications;

(1) Instead of the U bolts for the forestay bridle he has used a 'double plate' through bolted to the stempost, see sketch.

(2) He has made a new aluminium mast 50cm longer than the previous wooden one, this gives the following advantages, according to Stefano. "(a) Its half the weight of his old mast 'and therefore minimises pitching a characteristic of the boat with such fine bows and sterns'. (b) The foot of the mainsail is no longer too low in the cockpit 'it is dangerous not to see, and now I can speak with the other people on the other side of the cockpit'. (c) Stefano has replaced his rope lanyards to shrouds, with rigging screws, to get the rig really tight, and (d) "but not least, the possibility to carry a Genoa of 16 sq. metres (yes, 16 for a total area of 33 sq. metres)"



"The mast is a reproduction in aluminium i.e. I have used the same shrouds and gaff and the wooden foot is slipped into the aluminium mast.

With these modifications I have sailed for the summer (1991) without problems and with much better performance. I sailed from Ravenna to Tremiti islands 240 miles and broke only a talurit splice at the top of a shroud, I replaced it with a bulldog grip.

Another modification was to make a hole in the cockpit for the outboard, since the suspended outboard bracket, as per the plans makes terrible strains. But apart from all the above, I am satisfied with my TIKI 26 and she is much admired in harbours, for her solutions, for example the crossbeam attachments, tillers and sails, and also people don't believe she is self built".



GERMANY

Sven Pogge sent the following letter to James Wharram Designs, regarding his HITIA 17, note his comments with respect to sailing the HITIA 17 hard in strong winds (F5 to F6).

"In 1989 I finished my HITIA 17. It took me about 350 hours and £1800. to build her in my 2nd floor flat. I think she has turned out quite well, thank you for the good building plans and instructions. Her performance is great, we used her on the Baltic sea to cruise to Denmark.

On many days she made averages of more than 8 knots, sailing over 100 miles a day. In force 5-6 the HITIA 17 is passing HOBIE 16, but she has a strong tendency to go pitch poling, a friend of mine managed to capsize her in a sudden gust of wind. Carefully sailed she is a safe and comfortable little cruiser, a standard igloo tent is cheap and light and it fits nicely onto the platform and gives a snug living area, which can be moved to the shore when it gets too rough. That's the way we travelled on her for up to 4 weeks and returned always happy and relaxed - like children who have been playing.

Now we want a bigger boat a TIKI, TIKIROA or RAKA.

DO NOT
USE FOR
NAVIGATION



BRITAIN

John Zalucki reports on the Whitsun meeting which he organised. By all accounts it was an enjoyable weekend. More members should have a go at arranging a local meeting.

1992 EAST COAST MEET WHITSUN WEEKEND

I trailed my TIKI 21 'Zalamander' down to Brightlingsea on the wednesday before the meet, assembled her on the hard and motored across the main channel to the area reserved for catamarans, and moored next to John and Dawn Heffermans recently acquired TANE 'Tiger'. He had sailed her there a week previously having purchased her in Shoreham and sailed her round, hoping to take her up the river to Greenwich. The outboard however thought that the Colne and Blackwater estuaries sounded more inviting than the Thames, so 'Tiger' now resides at Brightlingsea where they know how to breed harbour masters.

Friday evening the meet started with Terry Adams plus 3 three girls and the TIKIROA 'Catharsis' which we unloaded and part assembled. Saturday saw a busy morning on the public hard, the weather forecast for the whole weekend was superb, clear blue skies, sea breezes, very hot, with the occasional thunderstorm, so everyone wished to get afloat, there was still plenty of room for assembly, the public hard is big, approx. 100ft. wide and twice as deep.

Midday saw John and Dawn Hefferman (plus the beautiful twins) arrive, Terry Adams was afloat so the two boats set off down the river for a cruise, to return later that evening. I waited on the hard for others to arrive, while waiting a TEHINI sailed into Brightlingsea harbour, surveyed the situation and did an about turn, it was busy, and my waving from the shore went unseen.

Adrian and Peter Wynn arrived later in the afternoon, followed by their Mum and Dad (Mike and Jenny).

We experienced the only thunderstorm of the weekend while assembling 'Gratitude'. 'Tiger' had returned and anchored offshore, but 'Catharsis' rode out the storm further up the river. We finished putting 'Gratitude' together and all looked forward to getting to bed, being tired and wet.

The following morning was beautiful, shorts and barefoot sailing. We set out towards the sea 'Zalamander', 'Tiger', 'Gratitude', with 'Catharsis' remaining behind for the morning (the girls I believe requested a morning

ashore after their storm experience). We had a fine sail, beaching for lunch. Afterwards we sailed up the Pyefleet channel (a good anchorage for large vessels) and found John and his family on their TEHINI 'Wild cat'. We rafted alongside and were welcomed aboard and shown around this superb, recently completed boat (some interesting photos were taken by Peter from the top of the 50ft. mast). We sailed back to Brightlingsea to meet Terry Adams and conduct our informal meeting in a pub where the landlord arranged food and gave us an area where we could eat, drink and talk (at this point we numbered 18 in all, including the children). We arranged the following days sail which was to, sail up the Blackwater and beach for lunch and hopefully to meet with Robert and Martin Young on 'Escape' a TIKI 21 as they were unable to make the meet on the Saturday or Sunday.

It was boiling hot with very little in the way of onshore breezes, we set off together 'Gratitude' and 'Zalamander' in the vanguard we soon came upon 'Escape' sailing towards us, so we beached at Bradwell for lunch and waited for the others to arrive.

They didn't arrive, due to lack of wind they had turned and headed back up the Colne. We sailed back together (the 3 Tikis) and eventually met 'Tiger' and 'Catharsis'.

A quite evening was spent with some boats up the Pyefleet channel with the TEHINI 'Wild cat' and others at Brightlingsea harbour (ready for an early start home). The following morning (Monday) we all helped Terry with 'Catharsis' and bid one another farewell, farewell that is until next year, it was agreed by all that the venue was perfect and worthy of building on for the future. WATCH THIS SPACE.

Last winter 1991 Norman Carrivick and his family took their newly refurbished PAHI 31, 'Andiamo' through the French canals from Calais on the Straits of Dover to Valance in the Mediterranean.

As mentioned under 'Cat corners' Norman has produced a useful guide to the area which while too long to publish in the Sea People, can be copied and sent to interested members (It will cost about £2. for copying and postage.) Here are some extracts from his notes:

Calais Y.C. very good facilities. Launderette in town all services in town. Lock gate opens twice every H.W. day and night, watch out if swell outside, it rushes in causing quite a surge. When moving berth after mast lifting, the lock gates opened, surge hit us whilst rafting on to another boat, result chipped gel coat on other craft, crushed and split hand on wife, weeks delay on trip, wife peed off.

Notes from the canal de St. Quentin - "sailing underground":

Two tunnels first 5.6 Km long. An electric tug tows you all the way through. we were at the

back of 7 barges, a controller tells you what to do supplemented by written instructions in English. In our case the tow was running late, we had to wait for the barges to pass, tow already underway so 3 barges and us had to tie up in line ahead on the run (about 1 Km per hour). Those barge pros look awfully big when very close to.

This section is quite narrow and not straight, have warm gear ready, tunnel like an ice box. Also have searchlight ready some of the overhead lights were out, the transit time was three and a quarter hours. Barges slide down portside walkway, which has a timber capping, don't try it, lots of bits missing. Starboard side is just rough stonework, the tunnel being about 6 metres wide it's a case of steering all the way, at a speed of about 1.7 Knots.

Second tunnel only about 1 Km long, go through under own power, not too close to barge ahead unless you have smog masks, not a lot of ventilation.

And from Valance.

Port side south of town, buoyed channel to a large well protected harbour, all services including two chandlers and mechanic. Supermarket 800 Metre, town 4 Km, bus stop not far. Arrived with Mistral blowing bitterly cold. Next morning found we were snowed in, with two feet on deck. That's it for the winter going to stay here till spring, now I'm peed off.

The whole trip would have been very good if it wasn't for the weather, from leaving Calais (September) to Valance (early December) we wore oilskins, sweaters gloves and boots every single day whilst on the move and most days when in port, hence the obsession (see in dictionary one meaning is: persistent attack by evil spirit) for launderettes. Even had to make a full set of oilskins for the dog. Mind you, as my wife pointed out I once arrived in Dubai, an area not known for it's rainfall, next morning, torrential rain and floods.

Despite the weather we are in the future planning to explore more of Europe's canal networks.

Norman Carrivick is now in the Mediterranean cruising his PAHI 31. He says 'after paying £22 a night sheltering from gales in Spain (four, force 9+ in August 1991 alone) He is trying for Corsica this year'

In the previous issue of THE SEA PEOPLE, Simon Tyherleigh described modifications which he had made to his PAHI 31, 'Nellie'. Here are his latest comments.

"You might like to put a few words in about how 'Nellie' is now sailing. I am very pleased indeed with the modifications, and her performance does seem to be improved. She picks up speed very nicely and sails well, though she will never have the performance of a TIKI, but then can you

cook a breakfast for three standing up doing 7½ knots in a TIKI??

In a recent Starcross YC race (which Madgic won hands down) 'Nellie' made an honourable last. On corrected time we came 5 seconds behind the next finisher, but due to general incompetence we started the race 20 minutes behind everyone else. I was rather apprehensive about putting up the brand new cruising chute, so we didn't perhaps have as much sail up as we could have. All the same, we were managing 12.1 knots downwind main and drifter.

Upwind, the boat makes quite a lot of leeway (but who wants to go that way anyway?) and I have found that a barber hauler mounted at the base of the mast to pull in the staysail helps a fair bit. The main is mounted on the boom, not loose footed, and is rather baggy to windward, so I may get some reefing holes put in to flatten it out a bit. But she tacks much better than before, possibly due to the vortex generators. The boat works quite a lot upwind, a good ¼"-½" movement being observed, but I have found before that lashings often need to be tightened after a shake down cruise. And the movement means absorption of energy.

At the PCA/MOCRA weekend that Chris Sands organised, a number of friends and babies came for a sail around the estuary. Four children under three and loads of adults, including mother-in-law who had not been keen a boat since before she was married, and came out this time to look after her grand-daughter!



AUSTRALIA

From Keith Kitchener

"I am Reporting the launching of my catamaran 'Hinemoa'. Over eight years of building my enthusiasm has been sustained by reading of the adventures of other members of the PCA.

'Hinemoa' is built using marine ply, silicone bronze fasteners and West bonding and coating. Under the water line and the decks are sheathed in fibreglass and she is painted with marine enamel. 'Hinemoa' is equipped with a 8 hp Johnson outboard. I chose the sprit rig because of its low distribution if the sail area, lack of boom and the ease of handling the shorter mast and pole. The curved cabin roof is laminated from 2 layers of 3mm ply on 1" square stringers, with its inspired by the TIKI cabin designs.

For the immediate future we anticipate enjoying the waterways of Westernport Bay

in Victoria, gaining skills and experience in handling our new craft. Maybe those dreams which sustain boat builders, (such as sleeping on deck under the stars) will come true!

The most wonderful experience of launching a new boat is its transformation from a heavy, immobile object during building and transport, to the live, light to handle water borne craft. Looking down from the dock side gives a new perspective after years of familiarity from the ground level.

I keep looking at and enjoying the photos of launching day! Happy sailing."

Along with David Mitchells (64 Nowack ave. Umina. NSW 2257) copy of the Australian P.C.A. newsletter 'Crossbeams' came news of their Autumn meeting at which 1 RAKA (at least 18 years old, originally from N.Z.) 3 TIKIROA'S and a HITIA 17 were expected along with about 10 builders. David reports...

Our numbers and boats are growing slowly but surely. I even had a subscription to the magazine from a prison inmate who is planning to build a 'Wharram' when he comes out, he said thinking about the boat was the only thing keeping him relatively sane while locked up.

John Hawken (who James Wharram stayed with in Sydney) was last seen tiling his bathroom, and I commented that, was he practising before he tiled his CAPT. COOK (Ha Ha) He has painted the second hull to the gunwale and is onto the cabin tops, he hopes to be afloat by Christmas 92.

Phil Hooper writes:

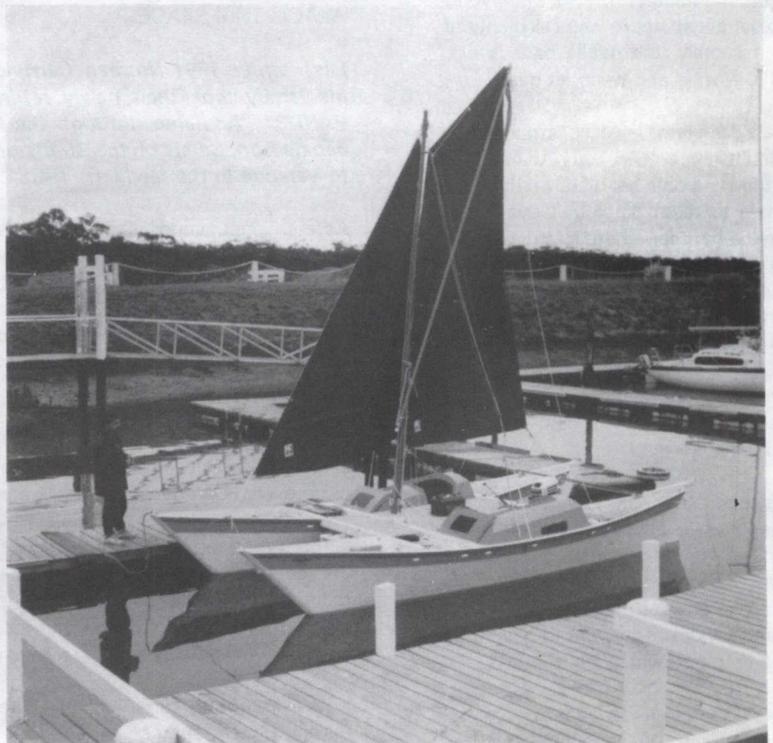
I have a Wharram cat TIKIROA moored at the S.B.C. Garden Island. (South Australia) and although no speed machine TIKIROA is a very safe, stable seaboat, which I am sure is capable of handling much heavier weather than I am prepared to face! She is also capable of being competitive on handicap as in the KOALA 1991 P.A.S.C. GULF EVENT, which consists of crossing the St. Vincents gulf from, Port Adelaide's outer harbour to Port Vincent (day 1); Port Vincent to Stansbury via the Orontes light (day 2); Stansbury return to outer harbour (day 3).

She was placed:
(Multihull division)
1st. Day 1 (On Hcap)
3rd. Day 2 (Ditto)
2nd. Day 3 (Ditto)
And was overall winner for the event.

I also noticed that "Anna Blume" (TIKIROA built by Andre Viljoen) on the front cover of the Sea People no.10 appears to have a centre board, if this is so, I would be interested in knowing whether it makes much difference.

ANNA BLUMES DAGGER BOARD
The sketch shows its location and dimensions. How did it perform? It made Anna Blume much more manoeuvrable and was especially useful in proximity to other boats. But it was not the right design for the boat.

(1) It was much too heavy, I can't remember the exact weight, was it 40Kg or 30?, it should have been hollow, two layers of thin plywood formed around a central spar (as



Keith Mitcheners newly launched HINEMOA.

James Wharram suggested), this would of course need weighting or ropes to keep it down.

(2) It was much too high an aspect ratio for Anna Blumes speed through the water (she is heavily laden for cruising) I would try a fore and aft length of 50cm next time and draft of say one metre.

Do I know what difference this board made to my leeway....? I am afraid not, but Robin Faulty, who has used one on his modified TIKI 26 finds it most effective.

Would I use a dagger board again?...I think so, at least it can be lifted up completely if the conditions are dangerous. Why not use 'Vortex generators' or end plates. Well I wonder what happens if the boat is not loaded on an even keel, do the end plates then cause drag if bows down, or lift, if bows up?
Andre Viljoen

B.J. Rasmussen writes from Emerald, Queensland (about 250 Km inland)

I am enclosing some photos of my HITIA 14 named 'Matangi' which means breeze in Polynesian. I launched it on 30/3/91 at Lake Maraboon which is a large Dam 12 Km from Emerald, although I started building in August last year, the rain held me up for 2 months of this year.

Since launching I have sailed nearly every Sunday at the Dam, learning how to tack, and what I can and can't do with this boat. I have found that you have to adjust the set of the sprit sail by altering the down haul of the mainsail halyards.

Tacking requires the jib to be backwinded before release and resetting same. I had a bit of trouble tacking in stronger winds and waves down on the coast. I took the boat down to Gladstone on a long weekend a distance of about 398 Km from Emerald and sailed in a race in the bay out from the river mouth. I had so much trouble tacking in the stronger winds, I retired before finishing the race. I had never gone so fast and been so wet before.

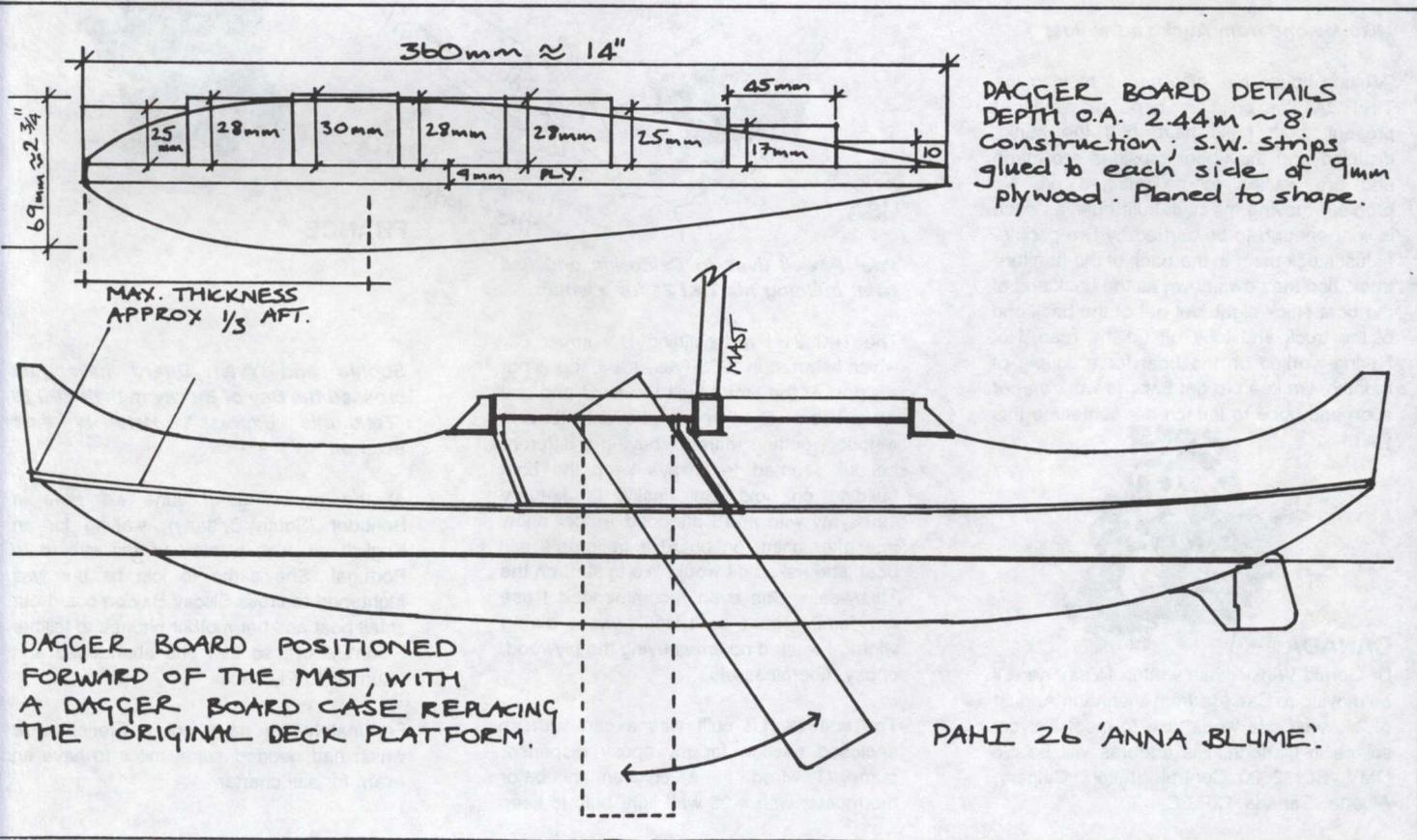
Mike Rynhoud, 3 Ramsden Way, Morley 6062, Perth, West Australia.

"I'm 2/3 finished building the NARAI MKIV (41') ketch. As you can see I am residing in West Australia and very much "monohull orientated" are the cruising folks here - unfortunately!

I have not as yet seen a NARAI 41' "in the flesh" as yet. I am therefore very much in the dark over here."



**Above: "Matangi" B J Rasmussen's HITIA 14
Below: Anna Blume's (PAHI 26) dagger board**





NEW ZEALAND

Ken branch of 1a Long bay drive, Torbay, Auckland has written to tell us he is building a TIKI 26 'rather slowly' due to financial constraints. He expects to be sailing in a couple of years time.

News from Charles Wigglesworth

Tim and Heather Whelan have sold their NARA 'Iki roa' after 10 good years, the family are growing too big and they need a bigger boat!

'Christchurch' CAPTAIN COOK built by David Munster is almost ready for launching and our own boat will be launched January 1992 (has been Ed?)

The second hand Wharram market is strong, is it an indication that modern man wants a Wharram but hasn't the time to build it? There seems to have been a resurgence of interest in larger designs lately and PAH 63's are attracting attention although none are being built yet.

Charlie Wigglesworth.

Mike Malone from Auckland writes:

"Moving house has also meant moving the TIKIROA I'm building here as well. At present, both hulls have had the bunks installed and the upper topsides are made and are waiting to be stitched on. No problem moving the half-built hulls as each is light enough to be carried by two people. - Just stuck them in the back of the furniture truck, tied the bows down as the back end of the boat stuck eight feet out of the back end of the truck and took off up the road. Not having worked on the boat for a couple of months, I'm keen to get back to work on her soon and hope to launch her sometime this year."



CANADA

Dr Gerald Winkler has written to say he will be moving to Canada from Vienna in August of this year. He would like to meet Polycat sailors in Canada. His address will be c/o OMV, Box 2600 Central Station, Calgary, Alberta, Canada T2P 3C1



AUSTRIA

Robert Wayand tells us:

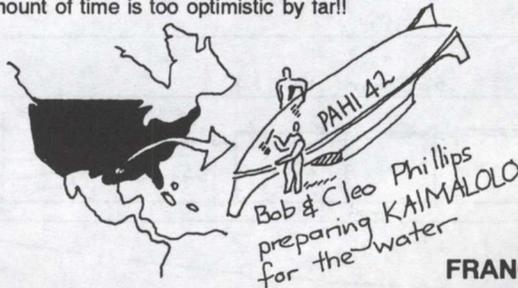
"The TIKI 21 No. 412 named "Mahana", which I built, (better: I am still building) with a friend has been launched. There is already a little fleet of Wharram catamarans on the "Neusiedlersee" near Vienna.

I think it is a pity that all of them have completely white coloured decks, rudder, mast etc. When the others see that we have left much more wooden parts, they all get jealous.

It is just a little more work - but it looks so much better!

Should we ever build a Wharram again (which I doubt) - we will do even more parts completely wooden. Maybe a good suggestion for others who just start to build their boat. (More than a little bit more work in the long run-Ed.)

PS Have you ever heard of anyone who really built a TIKI 21 in just 400 hours, as suggested in the study plans? I (and all the other Wharram builders I know) think that this amount of time is too optimistic by far!



USA

Paul Powell lives in California and has been building his TIKI 21 for a while:

The TIKI 21 I am building is number 83, which I started in 1983 (yes, 1983, this is not a typo). At the time I built the mast and one cross beam. Then series of events (buying a house, getting married, buying a different house) seemed to always keep the boat building on hold. But finally, in January 1991, my wife and I attended a boat show and after going on board a trailerable sail boat, she asked if I would like to start on the TIKI again. She even recommended I use our family room so I could work during winter. I wasted no time buying the plywood, epoxy, fiberglass etc.

The first thing I built was a cart with an enclosed section for my epoxy dispenser pump. I wired in a chicken incubator thermostat with a 25 watt light bulb to keep

the epoxy warm. This was especially helpful when coating as the epoxy rolled on easily and levelled out with almost no bubbles. The cart also has room to store roller covers, mixing pots and sticks, gloves, etc. While the weather was cold, I was able to cut and sand the bulkheads and sides in the garage and bring them in the family room to coat with epoxy.

Over the past year, the boat has steadily progressed and we now have one hull completed (except for the hatches and windows). We started the second hull but the weather became too cold to continue. We tried heating the garage but that was too expensive so, we moved the hull into the family room. There's not a lot of room to move around but it's warm enough that I don't hesitate to work on the boat any hour of the day. I work swing shift (3.30pm to 11.30pm) and I can work on the boat during the day and then again for an hour or two after I get home at night. The second hull has gone much faster than the first and in a week or two it will be ready to go back into the garage for fibreglassing (I'm already starting to itch). We have used quarter inch douglas fir marine plywood and West brand epoxy for the hulls, and have purchased a main and jib from Jeckells.

We are looking forward to receiving the Sailor and hope to be able to send you pictures of the completed boat this summer.

FRANCE

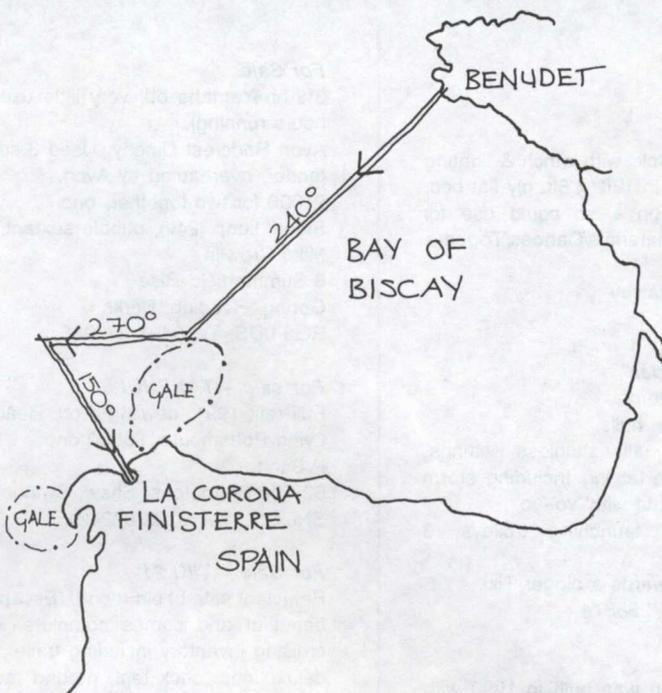
Sophie and Yvan Girard have just crossed the Bay of Biscay in their TIKI 28 "Tataounie Express". Here is their account.

At the beginning of June we were in Benudet (South Brittany), waiting for an English girl who wanted to sail with us to Portugal. She came to join us but was frightened to cross Biscay Bay on board our small boat and her mother phoned to tell her " don't start", so that she abandoned and returned to Plymouth.

Fortunately we have got a French crew which had needed some miles to have an exam for sail charter.

We left Benudet on 18th June at 21.00 with North Easterly winds and took a compass course to pass Finisterre to reach Porto directly (see the drawing). But a gale working on this point forced us to alter course towards La Corona, where we arrived after 65 hours - log 495 miles, speed average about 7.5 knots with our ship surfing 13, 14, 15, 16.8 knots (recorded) on the huge swell. In my opinion it was wonderful (not Sophie's opinion) with two reefs in the main sail and small genoa under scale Beaufort NE5/6 and we could realise how safe and easy is the TIKI 28.

We encountered a pidgeon and some dolphins. Sophie was very afraid and she got lumbago, so that we came back to France to settle some things. Our ship is on her mooring in La Corona and we expect to join her at the end of this week to continue visiting Spain and Portugal. We will send further news.



"Tataouine Express" (TIKI 28) compass course to avoid two gale warnings



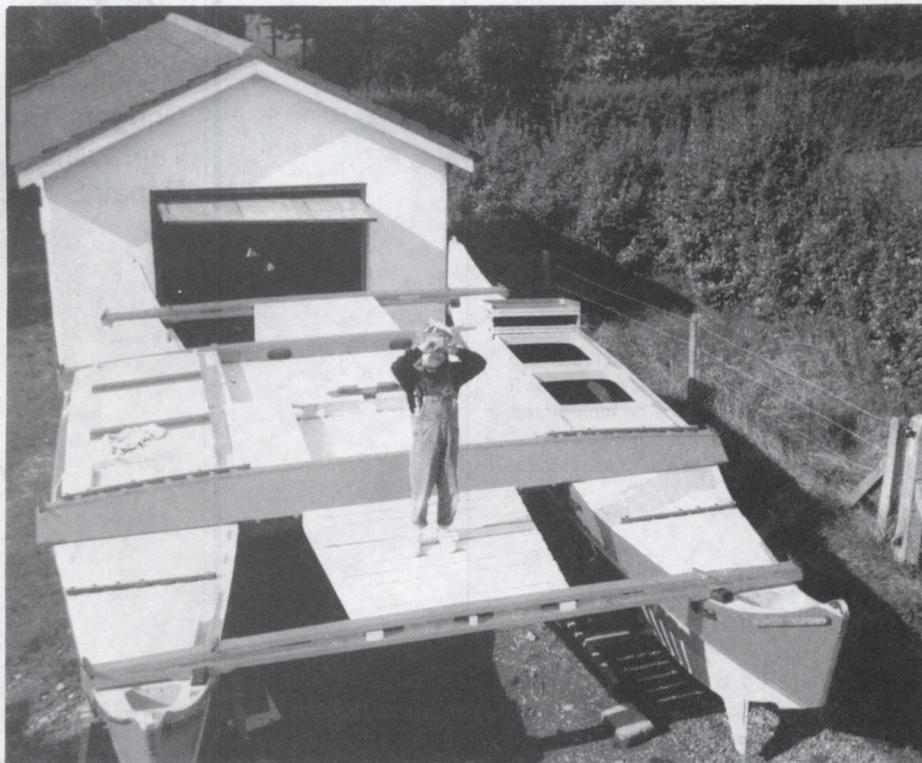
LATE NEWS.

Wanted, a Pahi 42 or maybe a Narai Mk.4. Interested parties please contact; Bliss-Delpy, la Clé de Sol, Capitainerie du Port de Nice, 06300 France.

IRELAND

Ireland and Australia seem to be lands of the TIKI ROA. Here Francis Douglas keeps us up to date. (Francis previously sailed a HINEMOA "Fantasy"-see SP #15& 6.

My PAHI 26 "Lucy" is almost ready to launch - I enclose a picture. She has the gaff sloop rig of the TIKI 26 except with the mast in the centre of the boat - hence the mainsail is smaller and the jib is larger (137 sq ft & 132 sq ft respectively). I will keep you informed of developments.



Francis Douglas's PAHI 26 "Lucy" nears completion. Note bow and stern platforms which have been added. Also 2 low seats in the cockpit.

SMALL ADS

Trailer for sale

14ft. x 6ft. breakback, with winch & lighting board. Currently with 12ft. x 6ft. ply flat bed. Built for half a Ton + so could use for assembled Cat or materials/Canoes/Toppers etc.,
£100. ono. Keith Halsey
0752 844582

TIKI 21 "Zalamander"

Ply and "West system".
2 layers of glass on hulls.
Aluminium mast all stainless fittings.
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John Zalucki. 0206 298874

TIKI 26 for sale

This G.R.P. version was built in 1990 with pale blue topsides, epoxied below the water line and a roller Genoa. There is a fitted galley and a full set of P.V.C. bunk cushions.
Asking price £8950
Cyril Heath.
17 De Redvers road
Lower Parkstone,
Poole Dorset BH14 8TS
Tel (0202) 735980

Hitia 14 for sale

"Uncle Arthur". Completely stripped, repainted and sheathed in "perfick" condition at £695.

&

"LLara of Colne" 52' V-hulled Catamaran

Needs loving owner to build new superstructure and beams to be finished to sailaway condition. Basic boat £11,000. Many parts to finish also available separately at cost. Details:
Mark Tyou, Treweath, Trewennack, Helston,
Cornwall TR13 0PL 0326 561774

Ketch Rig Ex TANGAROA for sale

Main 33ft all alloy and boom 11ft 6in, mizzen 23ft all alloy and boom 7ft 6in.; sails to match. Fully equipped - masts have mast steps, all rigging, cross trees on main, three foresail positions, mast head tricolour.
For quick sail £1000. Also 25 hp I/s Mercury ob £500.
Bill Lang
38 Archer Road,
Ely, Cardiff CF5 4FR
Tel 0222 591204

Dave Skelhon

TIKI 26

1988 Quality Epoxy glass ply, fitted out for offshore cruising, Yamaha O.B, alloy mast, deck tent, roller reefing. Must sell, £7500.00 O.N.O.
Tel; Plymouth (0752) 813438.

For Sale

3½ hp Yamaha ob, very little used (est 24 hours running).
Avon Redcrest Dinghy. Used 3 seasons as tender, overhauled by Avon.
£1000 for two together, ono.
Signal lamp (24v), bubble sextant, offers.
Mike Crowlin
6 Summerfield Rise
Goring, Reading, Berks
RG8 0DS, Tel 0491 872985

For sale - TANENUI

Full refit 1991, new 6 hp ob. Ready to sail.
Lying Portsmouth. £3500 ono
P Scott
62 The Bramptons, Shaw, Swindon,
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For Sale - TIKI 21

Reluctant sale of old friend. "Escape" is fast, beautiful and comes complete with good cruising inventory including trailer, Johnson deluxe 4hp, deck tent, ground tackle, new trampoline etc. Lying Essex £3500. To good home only. Telephone Martin Young on 0953 453005.

BUYING&SELLING REGISTER

Remember that Malcolm Cox runs this useful service for members. However, he does make one request. Please enclose a stamped and self addressed envelope when writing to Malcolm. Buying and selling register address is:
6 Weeton Terrace, Weeton, Leeds LS17 0BB England.

WANTED: TIKI 31 or TANGAROA MK IV.

Fair price offered, keen buyer.
Please ring Andrew Bartlett,
02518 3261

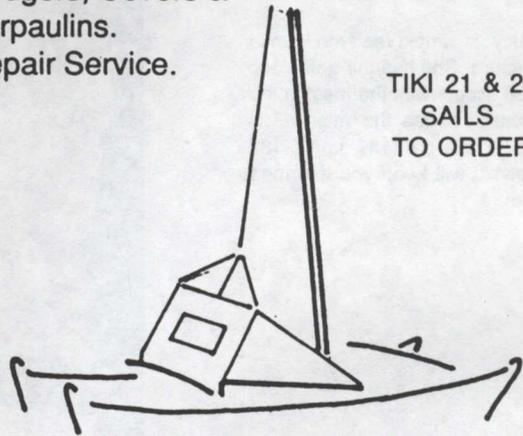
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("Christmas Cat" - Details and articles in previous Sea People). Completely West epoxied, Needlespar alloy mast, "Alpha" sails and trampolene, built 1989, used for two summers only. Carefully stored in garage. Mercury thruster electric outboard + 60 AH battery. £1300 ovno.
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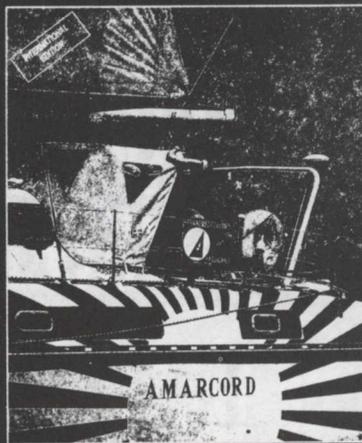
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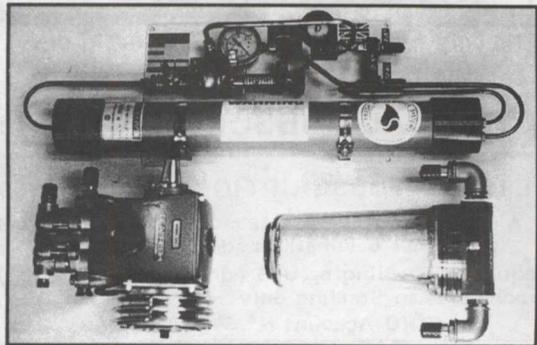
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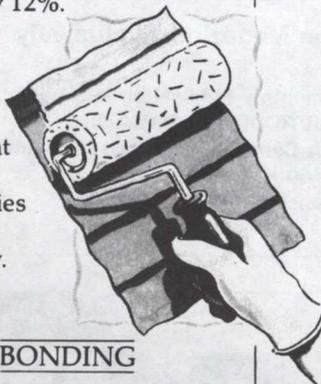


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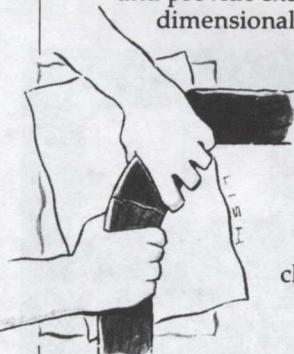
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January/February 1984 Cover Photo: Wade Doak's RAKA 'INTERLOCK' in Rikoriko Cave, New Zealand, with inside story: 'A Cat Among The Dolphins'.

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Editors Note

Where to begin? As I write, the UK PCA summer meeting is underway in Poole; the Wharram's PAH1 63 "Spirit of Gaia" is ready to undergo sea trials; Bob Beggs has completed the 1992 "Europe 1" single handed transatlantic race, (the smallest multihull entered in the race) and Rory McDougal has sent us an account of his earlier crossing in a TIKI 21.

You will notice that "Jim's Column" is missing from this issue, as we have given James a well deserved rest, as you can imagine the past few weeks (months) have been hectic in Devon as all at James Wharram Designs have prepared for the launch of the "Spirit of Gaia". When James reads this, he may be sipping Calvados in Brittany or running serenely before the Portuguese trades. Take note James, there is no escape from the next issue's "column".

We all pass on our congratulations to Bob Beggs and Rory for their Atlantic crossings, both made in small, but well prepared boats. As I write I do not know if we will have an account written by Bob. He hopes to be back in the UK by September, if not, we will have one later.

Once again we thank Adrian Honeybill for type setting this issue, much tedious work undertaken lightly. [I even managed the summer meet-AH!]. We have also had help from John Zalucki who has typed a great deal of text onto disk which allows Adrian to concentrate on formatting material. Jenny Wyn has recently offered to put text onto disk and may we ask other members who have access to wordprocessors/personal computers to offer their services. This way much of the work can be shared around and make life easier for all of us. Adrian will explain what type of "disk" & wp program is suitable.

Please send in material, tell us what you are doing and don't forget pictures, diagrams and maps! In the next issue there will be news from Wendy and Tony Murray, new owners of Tim and Heather Whelans NARII "Ika Roa"; what about the southern hemisphere issue? André Viljoen

WP Formats etc.

Now for the info. that will make my life so easy. I will accept 3½" 1.44mb or 5¼" 720kb discs. I am using Wordperfect v5.1, so will accept WP 5.0 or 5.1, plus discs with DOS format files. I afraid that anything else won't work at present. Don't worry about layout. The only thing I request is that paragraphs are not indented - makes reformatting easier. PS I will return your discs, if you enclose a forwarding address. For those of you overseas - give it a go!! My thanks and I look forward to your articles.

Cont'd from page 3

I'm currently in N.Z. for 3 weeks after borrowing the money to see my girlfriend. Then its back to the Caribbean to get going again following the sunsets to this beautiful Kiwi land."

EGM NOTICE

On Saturday 19 September 1992, an Extraordinary General meeting will be held at:

- The Star Hotel
26 High Street
Southampton
Tel 0703 339939
- in the Solent Room

Objective of the meeting is to realign the AGM dates in line with the proposals accepted at the last AGM in Jan 1992. This EGM is required to resynchronise the "clock". Please attend, if only to tell us your news.

Proceedings will start at approx. 5pm, but the room will be available from 4pm.

A bar will be available and the room is ours until 8pm. The hotel is within a reasonable walk of the Southampton Boat Show, with the 19th being the last day.

Southampton Boat Show

11th-19th September 1992

The PCA and Wharram Built (Andy Smith and Steve Turner) are sharing stand B44 at the show. Don't miss us - we will have the latest videos from JWD and Bob Beggs. See you there!!

MEMBERSHIP

Please check that you have renewed your membership for 1992. The subscription is £10.00 for all members. Subscriptions run from April to April.

Overseas members please note we now accept foreign cash (notes), but prefer US dollars, DM, French Francs or Sterling.

We can accept Sterling cheques made out to "Polynesian Catamaran Association". Send membership renewal to Chris Sands, address at the bottom of this page. (Renewal form on SP no 17).

Articles and Photographs

Articles, photographs, drawings, news and discs, please send to:
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Tell us what you are doing, have done or are planning.

