

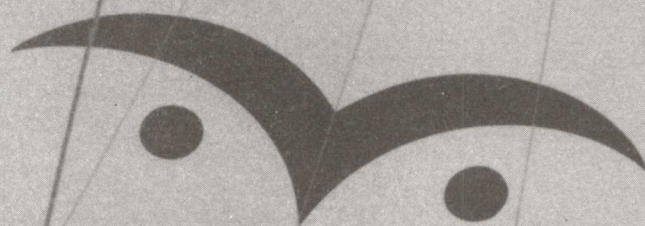
The Sea People



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"SPIRIT OF GAIA" GOES SOUTH

**REPORTS ON BOB BEGGS'
TRANSATLANTIC RACE**

CRUISING REPORTS



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COVER PHOTOGRAPH - A spinnaker run on "Nellie", Simon Tytherleigh

Offshore Cruising

MY FIRST WHARRAM or TWO HULLS ARE BETTER THAN ONE

by RONALD VOPEL

In September 1991 I decided that life would be much better if I had a boat of my own instead of spending a fortune every year for bare-boat charter. This would give me a stronger position in coping with the daily hassles here in ugly, noisy, cold Berlin, because I could easily escape for a long weekend or even forever.

From numerous discussions with some of my colleagues who are naval architects and passionate sailors as I am I had very distinct ideas what the boat should be like. First of all I should have a certain size, let's say 40 feet, because a bigger boat is a safer boat. It is faster and thus gets you out of trouble faster and it can stand the impact of the sea much better than a small vessel since you have to compare yourself to the height (and the energy) of the waves. For the same reason it should be light. This is easily explained by looking at fundamental physical rules: forces develop, at least here on earth, by weight. Then the boat should give space to its inmates, but space requirements have to be seen as a function of your cruising area. Cruising in cold waters automatically puts emphasis on space under deck whereas cruising in tropical waters requires deck space. I had chartered large monohulls up to 47 feet in the Windward Islands and they did not seem the best fit to me because we hardly used the cabins under deck but there was a constant struggle between crew members for shady places on deck. As a result it was agreed that a catamaran is best for the cruising sailor. Trimarans have some advantages concerning speed and lightness but they are difficult to sail in heavy weather, they can be dangerous in storms which confront you with survival conditions (Adlard Coles) book on heavy weather sailing tells you why), and they are just a pain in the ass concerning berthing.

Of course the financial aspect of cruising is worst to the average, non-Kashoggi type sailor. Originally I had planned to buy a second hand boat and start cruising for 10 years or so. I made my own calculations for the amount required taking into consideration the interest rates, the global development of the economic situation and my potential part in it, the possibility of earning money while under way, good and bad luck et cetera. When I got hold of Anne Hammick's book "Ocean Cruising On A Budget" I was happy to see that I was not totally wrong. By that time it was already clear to me that the only catamaran of the

required size affordable to me was a Wharram. Being a naval architect it was also a logical choice because a boat has to look like a boat and not like a caravan which is very often the case with small to mid-size catamarans of French and American designers (I should add that aesthetics were only one aspect, the other being the problem of wave-slammng which is unavoidable when a shack with standing height is to be mounted between the hulls; slammng is a major reason for damages and it makes sleeping impossible while sailing).

I ignored the incompetent remarks of Anne H. concerning catamarans in general and Wharrams specifically and headed south for Spain to have a look at a 12-year old NARAI MK IV which was well maintained, affordable and ready to go. We named her "one BIG yes !" because that was how my girlfriend and me felt like.

Obviously our new acquisition needed some enhancements like up-to-date electronics, a new electrical wiring, some safety equipment and a bit of fancywork but we decided that this should be done back home where you can keep control of the work and you don't have to adapt yourself to the spanish way of living (which is easy) and working (which is almost impossible as long as you are the employer).

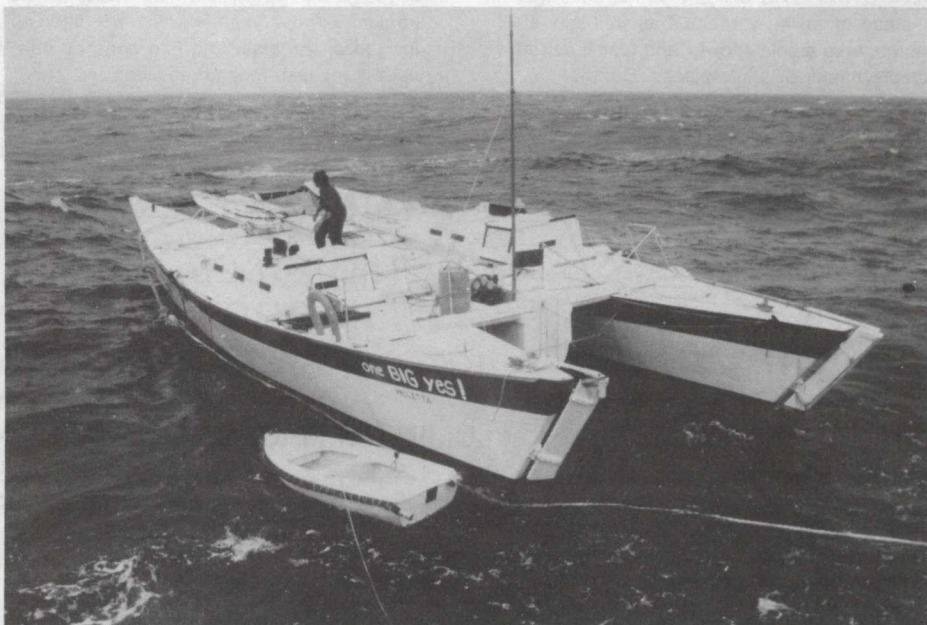
In May 1992 I had completed my preparations for the trip from the Costa Blanca to the Baltic Sea which consisted of crew acquisition, small repairs and most of all an exiting insight into the spanish postal system and its interaction with spanish Customs because I had dared to have some duty-free items sent from the UK to Spain.

Fortunately this little bureaucratic adventure ended well and I had the chance to let the new GPS do the navigation.

We left the mooring which had been home to my boat for several years on May 4 in strong winds and the first day was filled with exiting down wind sailing. Although I had chartered a french 35-foot catamaran just a few month ago in order to gain some experience with multihulls it was remarkable to see that a storm jib of 10 square metres can give a speed of more than 8 knots.

I soon found out that a GPS is a great help but like all computers it is stupid. It just does not know that sailing boats cannot fly and capes have to be rounded. Thus one has to give quite a lot of waypoints for one route and again one of Murphy's laws for computers applies: the more memory your machine has the more you will need. To cut a long story short: you will spend as much time typing in waypoints as you did with classical chartwork. Still I would say that if you are planning a longer cruise a GPS should be with you because its accuracy and its features like speed-over-ground, course-over-ground and waypoint navigation worldwide are irreplaceable.

The next days were very calm and we had plenty of time to get used to the typical disadvantages of the Wharram hull shape (at least of the classical design range). There was a lot of leeway (up to 20 degrees) when sailing close to windward, and the boat just wouldn't tack! Fortunately the small sail areas made it no big deal to sail a circle in order to reach the new track, but still this can cause a lot of trouble in heavy weather when there is only a small crew. The remedy to this problems is quite clear and I think all



"One BIG yes" without mast

later Wharram designs provide some kind of solution: the hulls need a defined turning point like daggerboards or skegs. This would also give a much smaller turning circle under engine if you happen to have only one.

Our engine was a 12 hp diesel fitted in the nacelle amidships. It provided a lot of practical exercise for the young engineers on board, because due to its age there was almost every day some kind of trouble. Since our journey was characterised by a constant change between storm and calm we had to use the engine quite a lot. Here again some laws of the Murphy type seem to exist: engine troubles start when you are in the middle of a small harbour entrance, fishing trawlers head towards you on the same track and you have just pulled the sails down. Several times I felt like being in a Mike Peyton cartoon, in this case it was the one where she says: "if you hadn't put the sails down, the engine wouldn't have stopped". Although you never have the spare parts available which are actually needed, I would strongly recommend to carry as many spare parts as possible with you. This might cost some money but en route-improvisation has its natural limits.

In addition the construction of our propeller shaft provided numerous opportunities for diving since the shaft was a very long one, fixed to the engine at one end and to a post with the bearing underwater at the other. This is obviously the best way to collect nets and plastic bags. Diving in cold water is no big fun and thus I would always recommend a retractable system (or outboard engines).

The trip along the Portuguese coast was very interesting in the meteorological sense because I have never experienced this kind of thunderstorms before. It was the time when whole Europe was suffering from the big draught but we were accompanying a huge depression northwards. The ratio of days with fine weather and bad days was about 0.1 and sometimes we were all very tired of this good old joke which says that instead of sailing you could as well stay at home, take a cold shower and tear hundred Deutschmark bills into pieces. But then

again we received compensation by the friendliness of the portuguese people (including Customs) and their excellent food, and the ambitious sailors among us enjoyed the great seakeeping performance of the Wharram cat which gave us a feeling of total security even in the worst storm conditions which were experienced off the northwesterly coast of Spain (wind 8 ft. and waves of 5-6 metres height).

In La Coruna we had one more crew change and on June 12 we started for our crossing of the Bay of Biscay.

On the first day of the crossing we had a nice and fast down wind sail but on the next day the wind started blowing from the northeast, just where we were heading. Bad luck again and I remembered an earlier statement of my girlfriend Ines who said that sailing a catamaran is the philosophical way of sailing because it teaches you to go in the same direction as the wind.

After 4 days of sailing as close to windward as possible we suffered a breakage of the mast about 150 miles off the coast of Brittany. Winds were not very strong and thus I think that fatigue of the wooden mast was the reason for the breakage. No one was injured and after a moment of astonishment we started clearing the deck. There was enough rigging material left to construct a jury rig but I decided to have the boat towed since the weather forecast was very alarming and spoke of northeasterly winds in the range of 8-9 ft. which would be no fun any more.

Very soon we had contact with a coastal station via VHF but nothing much happened apart from an offer for towage arranged by the coastal station which was really an attempted rip-off because they asked for US \$ 20,000 before they would even leave the harbour. When we insisted on Lloyds Open Form (No Cure-No Pay) the connection suddenly failed (Honi soit qui mal y pense !). If you wonder now how we managed to transmit without an aerial which was fitted on the top of the mast and had gone by now, here is my final recommendation:

always carry a spare VHF-aerial or (more expensive) a hand held VHF because if you are able to communicate problems will appear much smaller and the crew will feel much safer.

Without the rig "one BIG yes !" was lying very peacefully in the sea which was building up constantly and we once more learned that a multihull is the safest design one can think of. We had a quiet night and the next morning we got in contact with a coaster which was 30 miles away from our position and was offering assistance. When the coaster arrived we suddenly were surrounded by three vessels which had picked up our PAN PAN signal and we decided to have a french fishing vessel do the job because they were the only ones heading to the shore directly. By the help of our dinghy the crew was brought on board the trawler and everything was prepared for the tow. I decided to have my boat towed unmanned since the weather was deteriorating and it might have become impossible to save crew members left on the cat if anything happened. Besides there wasn't much work to be done aboard.

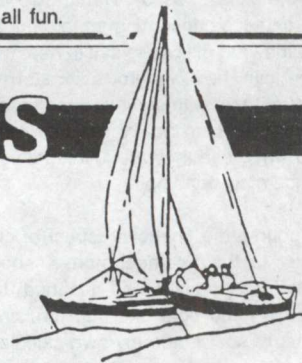
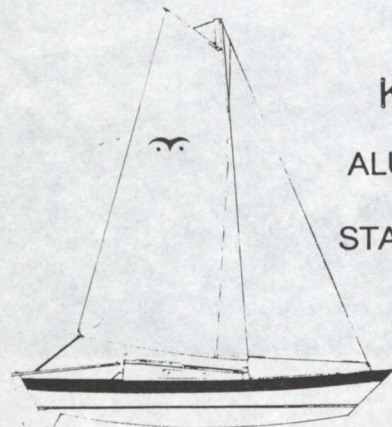
After 20 hours of towing during which the cat gave a good impression we had to realise that a hatch was broken and water was finding its way into the port hull. The weather was now so bad that it was impossible to get on the boat in order to run the pumps. There was no time for hesitation and although the idea of losing my boat was quite painful to me it was obvious that we had to cut the rope and inform the traffic control. It took 12 more hours before we reached the coast of Brittany and there we received a warm welcome by the families and friends of the fishermen. After preparing the official reports we spent the rest of the night with our new friends who shared our special liking for Calvados.

The trip totalled 1500 miles and I am really a Wharram-enthusiast now. My next boat will surely be a catamaran but then I hope to find a boat of younger age in order to avoid most of the troubles I encountered. And then it will be all fun.

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Coastal Cruising

Carlo Desioleri, Rome, Italy, updates us with an alternative view of Venice:

This is a brief report on a week I spent with my TIKI 21 "Stalker" in the "Laguna Veneta" (Venetian lagoon). I was there with Enrico Buglione, a friend who had already had some experience with the TIKI on some coastal trekking in the Tyrrhenum. Two other friends, Enzo and Franco, spent the first two days with us. Franco Bertozzi, a very good sailor and a sailing school instructor, had already boated in the lagoon and his help was very useful. The "Stalker" is a fibreglass TIKI 21, launched in 1986 (see Seapeople n.7).

A visit to the Venetian Lagoon is a very exciting experience, not only for sailing but for the local culture, for the monuments and also for the splendid nature.

The route that we took was possible in 7 days. With more time other routes are possible. Moreover going out of the lagoon there are many interesting places, including beaches for swimming. Going North-East – if you have time – Trieste can be reached by sea, or by taking a network of canals and crossing the lagoon of Grado. Going south there are the delta of the Po, the largest of the Italian rivers, and the lagoon of Comacchio.

The best periods for sailing in the Venetian Lagoon are the months of May, June and September. July, especially the second part, and August are too hot and mosquitos can be a serious problem.

We went the first week in June. However in this month there can be rain and also storms. We can testify to this. Don't forget waterproof jacket and trousers if you decide to go! In September the weather should be better and the air very clear, but the days are shorter, so we decided on June. We towed the "Stalker" up from Rome to the lagoon and put it in the water at S.Giuliano (Mestre). From there we reached Venice in a few hours.

All around Venice sea traffic is intense and we had to sail very carefully to avoid collision. In many areas sailing, anchoring and mooring is prohibited to private boats. The best solution is to stop in a quieter island close to the city and then – if you like – to visit Venice using the frequent public ferries.

We spent a rainy night at La Vignole: a green island where two not very expensive restaurants cook good fish and serve local wines. The day after we took advantage of a favourable wind in the afternoon and reached a small harbour at the south end of

the Lido island where we survived a stormy night.

The morning after we sailed to Chioggia following the canal along the Island of Pellestrina, enjoying the view of the typical coloured houses. Here, it is possible to moor in front of small "bars" and "osterie" or simply in front of a nice square. People living on the island are mainly fishermen. They are very quiet and kind. They like to talk and to tell tales. Chioggia is a very old town of fishermen and sailors, still with a lot of its traditional character. If you go there, don't miss a walk along the canal of fishing boats, with "osterie" and sailors' clubs, ship chandlers and rope suppliers, all boasting a grand old tradition.

Leaving Chioggia, a storm with rain and a very strong unfavourable wind obliged us to stop at the south end of Pellestrina. Fortunately, the weather changed and in the afternoon, with a favourable wind after a fast sail crossing of the basin of Venice we reached Le Vignole again. After a good meal and a restful night, early in the morning we went on into the north lagoon. We visited the very peaceful island of S. Francesco nel Deserto, where monks live farming and praying, and the islands of Torcello and Burano. The last island has a cake shape, so the mooring has to be made carefully,



Gondola faster than a TIKI!

depending on the wind and weather. However it is a very nice and lively place.

Finally we sailed back to S.Giuliano where we had left the TIKI's trailer in a private sailing club that offered hospitality. In a varied and special environment like the lagoon, you can fully appreciate the virtues of a "litle big" catamaran like the TIKI 21. In the largest canals (which are not that big really!) the nimbleness of the TIKI allows maximum exploitation of its sail power. A small outboard (we had a 4 hp) is enough to power the TIKI in the small canals. The good handling of the TIKI with paddles is a great resource in the small basins and harbours and in many other circumstances.

Finally, the limited draught and the lightness of the TIKI are simply fundamental because the risk of grounding in the mud is high. We grounded very badly in the north lagoon. We realised too late that the canal was neglected and out of use. We ended up in a large expanse of low water (and this was when the tide was high). We decided to go back but the question was how to find the safe route. Finally we succeeded in finding the right way. We went very slowly. Sitting on the bows to lift the skegs, we paddled for a long time, more in the mud than in the water. The best solution for steering clear of problems is always to sail close to the "bricole", the wooden pylons marking the canals. But beware: old "bricole", in bad condition, and with a different shape from normal ones can be signs of a neglected canal, filled with mud. However, a good map of the lagoon, easily found in Mestre or in Venice is a very important aid. As far as winds are concerned, light S-SE (from the sea) winds are frequent in the morning and stronger N-NE winds in the evening. Be careful of the "bora", a strong - sometimes very strong - wind from the NE. Local storms, with rain, gusts and whirlwinds are possible, especially when the season is changing. A signal that a "bora" is imminent is often a very limpid horizon. If the "bora" or the storm is too strong, the best thing to do to avoid losing the route and grounding is to bind the boat to a "bricola" and to wait. We tried out this manoeuvre two or three times in good weather conditions to get experience with it. The tide in the lagoon is one metre more or less. So it is important to take account of it for a correct mooring and to avoid grounding. A booklet with tide tables is sold in Mestre and Venice.

Back again in Rome we remember the lagoon as a pleasant dream. It was very interesting sailing, discovering both small islands with nicely painted and lively villages or large areas of wilderness, home for a number of species of birds. Venice, Chioggia and the villages still preserve their seafaring culture and life. Traditional wooden boats ("sandoli", "tope", "sampierote", "bragozzi", "gondole") are restored or built on the basis of ancient methods. It is common to meet all these kind of boats sailing, especially during the weekend. Our TIKI excited curiosity everywhere: at Chioggia we had many visitors examine the catamaran with interest and in great detail.



"Stalker" at rest.

EAST COAST CRUISIN' KIWI STYLE

Tony Murray in New Zealand put together this excellent cruising article. He writes:

Kiwis like to think they have a style of their own. Although we have a Polynesian tradition and a European background to our collective boating fraternity we all tend to do our own thing when and if possible. Some, of course, prefer to fork out heavily and invest in a plastic racer - we have Bruce Farr and many other designers of world renown to encourage us in this aspect. These people do not inhabit the East Coast - Bay of Plenty region in quite the same lemming-like numbers as they do further north so summer cruising is generally typified by various types of craft.

This summer we travelled quite by accident in the company of two craft (both of which did not have tenders!) - a mullet boat built in 1904 called "RONAKI" and a self designed, self-built fibreglass motor sailer called "D-J". It's the first time in ten years we've cruised with other boats and it marked a pleasant change and an added dimension.

My wife Wendy and I couldn't believe our luck when the breeze picked up and we could switch the noisy, aircooled Ducati off. I'd purchased some earplugs in the event we got no wind and fortunately I only used them once. What made the trip out to Mayor Island, the big game-fishing base and extinct volcano 25 miles to the north a real buzz was the 40-50 lb. Mako shark my eldest son Hamish hooked on a small yellow squid lure! After quite a fight it was pulled on to the most useful slatted "back beach" which hangs between the hulls at the stern (and can be lowered into the water). A mild bit of anaesthetizing with a broken oar handle allowed us to regain the lure from the vicious mouth and then Hamish wanted it

weighed! Actually he wanted the whole world to see it but Wendy and I agreed, it was too much fish for the start of the journey (besides we'd already caught an albacore - "chicken-of-the-sea" - a delicious fish dish). Having tied the bucket rope to its tail in order to lift it up for weighing, I was totally unprepared for what happened next. The creature woke up, began spinning very fast, shortening the line and distance between myself and the jaws! About 2' to go the rope (old net rope) broke and it was with some considerable relief on our part that Mr. Mako leapt into the water and swam groggily off.

MAYOR ISLAND is a fabulous place for snorkelling, swimming, lazing on the beach or under the pohutukawa trees (N.Z.'s Xmas tree). You can go for bush walks to other bays like Honeymoon Bay or sit with a beer in your hand watching other boats - yachts big game charter boats, adventurous runabouts or tupperware gin palaces coming and going, some weighing in marlin, sharks tuna or king fish. Big (and I mean REAL big) schnapper can be caught off the rocks here. I once shot a 14lb porai underwater and thought I was the "bees knees" until a bloke walked up the beach and asked me to fillet a 22lb schnapper he'd just caught fishing from a small rubber inflatable at the mouth of S East Bay, which is where most people anchor or live ashore. There is a bar ashore. Enough said.

When we go ashore at S.E. bay we inevitably wind up having a drink with Goldie who looks after the campers at one end of the bay. It's both a pleasant and dangerous activity. He's a kind host and his window overlooks a scene that would be difficult to get sick of. On the other hand, when a S. Easter swings in what is idyllic and supremely laid back becomes pandemonium as skippers with one or more tots over the limit struggle with oars, banging into other

boats, tipping over etc. This happened to me more than once. I sat in Kapai on 2 anchors all night watching waves break 10 metres behind the boat and when daylight came I rowed ashore, got my mate Kevin and we potted out the entrance, he pulling sails up, me holding the puny 8hp Johnson down because one of the screws holding it on had broken. Just when we were level with rocks either side with no room to move, I bumped the stop button. Kev looked at me. I looked at him. Whole passages passed between us in a glance. Fortunately the motor started again – first pull!

This trip was a variation of the same theme. I awoke to the sound of motors going, anchor chain rattling and Hamish saying "Dad, I think we ought to go. We're the last ones here." My head said "no, let's stay, it'll be okay." The howl in the rigging said "Watch me puny Earthling, I'll make it hell." We split for the shelter of N.W. bay where Hamish caught a kingfish, which he gave to a family out for the first time on a small monohull (trailer-sailer size almost) who had run out of diesel. They came aboard for a cup of tea (their kerosene stove threatened to blow them into the water) and we found they were living very close to us, ashore.

I gave Peter 15 litres of diesel and remembered from his look of gratitude, our first trip out here 10 years ago when we had to run for cover, the anchor dragged and we tied up to a monohull (shameful!). On that occasion, whilst I was diving for crayfish to give our monohull saviours, they caught and freed a green back turtle – a rarity for N.Z. waters. The East Coast is favoured by a warm tropical current that swings past our outer islands bringing with it species never normally seen here. A lionfish was seen at the Poor Knights Island last year – Wade Doak's cruising ground.

That day we sailed a compass course in poor visibility but 20–25 knots on a reach. When the wind's going the right way and all's well there's no better boat than the one you're in – especially if it's a Wharram! AT SLIPPER ISLAND, our next port of call we met Jack and Doreen Williams on "D.J.". They had come out through the Bowentown Bar in what the forecasters had said was a half metre swell. The 2 metre waves that broke over the 30' yacht and wiped the dinghy off the transom must have shaken them considerably. Jack is a retired boat builder and has a marvellous prop/shaft system that feathers at the touch of a button. My boys were overawed by the carpeted interior; Kent remarked that "we should get a yacht like D.J., Dad. You press a button and its got running water."

Slipper Island is owned by Abe Needham a 66 yr old with a very youthful outlook. He and his wife have 14 children. Now Abe runs sheep and cattle on the island, mostly on his own. He enjoys company and loves to talk about boat designs. Bread, butter, milk and beer (or Baileys Creme Sherry) – not necessarily in that order – are most welcome. Here we also met Gordon and Trevor Heise, brothers cruising on "Ronaki"

a 28' mullet boat built in 1904. Trevor lives across the road from us. They didn't have a dinghy either. So we all teamed up for a cruise up the coast. The last we saw of Abe was his smiling face as he powered off in his 16' tin boat to pick up a German woman he'd met when he'd given her a lift hitch-hiking 5 years before.

Our trip up the coast to RUSHCUTTERS BAY in Mercury Bay was fabulous. We took some video of Ronaki powering along. If she'd carried the sail that Mullettys used to carry she'd probably kept pace with us. As it was, when we came on to the wind he caught up and his powerful motor drove Ronaki past us no problem.

In Rushcutters Bay we went ashore and spoke to Keith and Anne Morcom who own "Oystercatcher" – a NARAI MK IV like "Ika Roa". We almost bought "Oystercatcher" – it was a hard decision. Now Trev wants to buy her. Keith showed us over his yacht and he inspected Ika Roa, noting the differences in cockpit layout, bimini spray dodger, "back beach" and the changes in the interior that the Whelans made. He agreed we'd bought the right boat for us. He's had "Oystercatcher" up for sale for a number of years. The economic situation and lack of Wharrams has meant business is slow. People don't know the design as much as they do the designs of others like Malcolm Tennant or Crowther, Piver, Brown.

The sail to GREAT MERCURY ISLAND was exhilarating. The wind was howling at 25 – 30 knots and we had difficulty getting the sail up at first. My crew are learning fast! 12 knot bursts were eagerly anticipated. Downwind steering was not easy. Once Wendy got used to correcting Ika Roa as she raced off one way or t'other it wasn't so hard.

Great Mercury Island is owned by Sir Michael Fay who is currently with (and bankrolling) our Americas Cup campaign. When he bought the beautiful big island goats had destroyed much of the vital pohutukawa growth. Having got rid of them, he has planted pines and upgraded all facets of the island. At New Years Eve he puts on a big party barbecue in the wool shed for all boaties. I'm looking forward to attending one.

Home Bay or THE COVE is protected from almost any wind direction. Water is available on the jetty and the scallops and other sea food found are enough to make us "kiamoana" gourmets put up with anything to get a fresh meal. And that we did. We dived for crayfish, paua, moki – caught squid on a hook, kingfish jigging. Hamish and Kent went jigging (no bait, no anchoring – sounds good to me!) at a rock called Never Fail Rock with Gordon and Trev. The kingies weren't interested in bait but stripped the line off 2 reels and broke off 20 jigs of Gordon's. I, meantime, was introducing Leo our 4 yr old, to diving in the shallows. We found "treasure" (a gate etc.) in the bay, a swing in a tree and visited Lloyd McIvor, a retired dentist, sailing on a 48' Salthouse

Keeler which had all the gear necessary for harvesting seafood efficiently. Lloyd is amazing. A more gung ho fisherman I've never met (and he gives it all away!). The guy has a hookah (not the marijuana smoking device!) which is a small compressor on a rubber tyre. It is pulled round by the diver who is up to 35' below at the end of a long hose. A marvellous device for finding crays and scallops! He also sets a net for fish (large and small – piper net), drops a cray pot down, a long line with hooks also. His is a well used boat and freezer. One of his winches would be worth the cost of building an 18–20' catamaran.

Ah! Its people that you meet that are half the reason it's worth it. Individuals. People prepared to get off their butts get away from the T.V., the comfortable house, secure in all weathers, that doesn't rock n' roll. I look forward to meeting them all.

We split for the sheltered side of Great Merc when it became too windy and spent a wonderful day parked off a trickle of fresh water under which we could wash and near which I could dive (on aqualung) for some scallops. Leo spent half the day paddling around on our paddle board with Nugget, Gordon's dog serenely cruising along behind – that is until the breeze got too strong and he was towed back to the mother ship by a bloke in a dinghy with an outboard. He loved the tow, asking the man if he could speed up! The meal we enjoyed was heightened by the magnificent sunset. It was with some reluctance that the last bottle of wine was squeezed dry and we hit the hay for some serious Z's.

Both yachts departed next day. Gordon for the North (he had toothache!) and us to a small bay first where we all went snorkelling. Kent got the fright of his life when he dived down onto a large stingray. He high tailed it for the boat as fast as a 9 yr old could swim. I got him back in to look for it half an hour later.

Our sail back to Slipper reverted to a motor once past Mercury Bay and we anchored in Home Bay in the dark. Next day we met Rose, the German lady. Abe was ASHORE (I like that) on the main land and Rose couldn't start the generator, had run out of milk, bread, tobacco and dogfood for the 2 farm dogs. I was able to get the genny going – we ate together, the dogs had left overs.

That night I anchored in 6' of water. By morning the lead line read 1 metre to the surface and we weren't aground. Fortunately we were low on water, low on diesel (I didn't take much) and God was smiling. After giving Rose some tobacco and leaving a note with some local fishermen to ring German friends and ask them to bring some supplies (where WAS Abe? mystery) we shot through to dive Penguin Island. Kent shot his first fish – my spear was very blunt by the time the leatherjacket had surrendered to the inevitable. Hamish got us some red Moki which is always good for marinating in lemon

juice and onion (4 – 6 hours, drain lemon, add coconut milk, eat with eyeballs rolled back and sighs of aaah!).

THE LEG TO MAYOR began with a bang! Hamish's line – as another mako shark broke it. It leapt 5 times into the air, 15' or so, doing a barrel roll as it tried to shake the lure free. Awesome, dudes! Later on the wind freshened into a rollicking slide – our most pleasurable sail yet.

Anchored back in S.E. Bay amidst other yachties was as enjoyable as it sometimes can be. Some familiar faces, stories swapped, a shower ashore. Goldies hard case greeting "Tony, ya bugger."

The next day was fine and sunny. Hamish and I were rowed out by the rest of the family to the mouth of the bay to get some fish to take home. We don't "slaughter" more than we need till we are going home. Dad and Mum like fresh fish too. It was to be the best dive of the whole trip. First of all we both got a couple of red moki. Then I shot an 8lb blue moki and found some large paua under a rock. The visibility was excellent. A schnapper swam by and I explained to Hamish how they were lightning fast and impossible to approach unless you smashed up some sea eggs. Then greed got the better of them (sound familiar?) and they dive in head down oblivious to the diver lurking nearby. He had a go – missed. A Kingie hove into view; my shot went home and while I was dealing with it, Hamish shot the pin fish of the dive – a 12lb blue moki. You can imagine how it feels to be 12 and beat the ol' man who's been spearing big ones for years! Photos all round.

On the way home what do we get (and keep, and eat!) but a 48lb mako! A most rewarding day which capped a very rewardable 11 days away. The spinnaker sail home, a 5 knot blessed out dreamsail gave us time to reflect on how lucky we all were to be able to enjoy some East Coast Cruisin', Kiwi style.

Apologies for the 4 month delay – waiting for photos which were not very good.

Sailing reports on "Serendipity" sea trials Paul Cobb reports on the trials and tribulations of PAHI 31 ownership.

Come the summer holidays my modified PAHI 31 was still not ready, but we decided to set off anyway to a classic boat rally in one of the West Cork harbours, from our mooring in the Taw and Torridge Estuary in North Devon. There were 4 adults on board and 2 children and the dog with the boat fully loaded including spare parts for my car and other items that are hard to come by in Eire. Owing to cooling problems on the outboard motor, the boat had practically no sea trials, and "Serendipity is ketch rigged with chinese lug mainsail and bermudan mizzen and jib. The forecast was fresh to strong southerlies so I didn't anticipate too much windward work, and we had the option of running for Milford Haven. As 2 of the crew members arrived on board 2 hours

late, we ended up crossing the dangerous Bideford Bar 3 hours after high water, shipping a lot of water over the inflatable and with the violent pitching thought we were going to lose the main mast, until a spare halliard was rigged up as a running backstay. Although all the lanyards on the stays were of pre stretched braided polyester, they all took time to achieve proper tension.

The shipping forecast now spoke of Westerly 6 – 7, but as this would later decrease 3 – 4 we pressed on past Lundy as the wind veered westerly, and we got well reefed down in time for the night watch. We sailed hard on the wind through some bad squalls and heavy rain with an angry green sea breaking over the bows. Come dawn we were in clear skies and sunshine as the wind eased off, but still high seas. Down below in the galley the built in water tanks were leaking and the cook was sick, and as I cleared up the mess my belly rebelled too. The good news was the rig was keeping us a respectable 45 degrees off the wind as we headed North West and the boat was steering herself, but the hatches leaked as the decks were washed. Catching the reflection of the Smalls Light house on the clouds before dawn and the wind going north west we were heading 330 degrees M, so we gybed round to 240 degrees as I hadn't got the hang of tacking yet. We were able to dry out our clothes and bedding during the afternoon in the predicted force 4 Westerly now backing south west again with the promise of a SW 5–7 that night. The tapered 26 ft. main alloy mast had developed a pronounced bend so we were very well reefed down and making 5–6 knots until the electric trailing log ceased to function. That night we seemed to be speeding along in a SW force 6 trailing phosphorescence and schools of porpoises. The boat was looking after herself and the watch could look out of the hatch in the warmth of a tilley lamp down below.

By dawn we had spotted the brightest light in the southern Irish Sea, Kinsale Gas Rig, and were only about 60 miles off our destination, where a race of classic boats from the Brest Rally was also arriving that day. But as day broke the lashings on the inside stern starboard beam broke and the others all started working loose subsequently. I put this down to too much stretching all at once; if we had made plenty of short trips we could have gradually taken up any stretching, and also on some of them I had only 4 turns of the prescribed rope instead of 7, due to a very tight budget, which is a mistake I won't repeat. Next the welding on the fitting to the forestay broke that is joined to the bowsprit, allowing the hulls to flex, which was my own design, to get a bit more sail area forward, leaving a very slack jib indeed. With a lumpy sea and force 6 wind, I established contact with Minehead Radio, who informed me of gale warnings in Fastnet, and came off the wind to head for the nearest land at Ballycotton a few miles east of Cork, and a lifeboat station, should the situation deteriorate, at which we arrived under our own steam to

their annual rowing regatta.

After a night's sleep I surveyed the damage; missing netting beam bolt, bowsprit fitting fractured, beams all need relashing, hanks refastening to jib, the mast well bent and slack rigging. Also the forehatches were half full of water, where I had left the mushroom vents open, which didn't help our trim. But the boat proved herself to be a great travelling platform. Overloaded, she lacked the sparkling performance of a Tiki, but with a bungy cord tied from the wheel to the mizzen tabernacle she would hold her course for hours at a time. The weak point was the rigging as we were reefing far earlier than necessary, but on the run into Ballycotton with the wind on our port stern this was predictably a lot more comfortable and probably faster.

After carrying out repairs we proceeded along the coast to Crosshaven and Kinsale in fine weather, and that was as far as we got, after dragging my anchor onto a dredging platform with strong wind and tide on the Bandon River, in the middle of the Kinsale Regatta, just as the Cowtriacsherry lifeboat was passing by with a boat load of passengers, who kindly pulled me off with a broken bowsprit and wind generator. After that we went ashore for a couple of weeks as the weather wasn't that hot this August until poverty was driving us home. I have a meaty 28 hp Yamaha outboard, and the way I dragged my anchor was by putting it hard in reverse, meaning to grip fast, and pulling the cleat out of the beam, and being on my own at the time, with 5 yr old daughter, was unable to recover steerage way before hitting the dredging outfit. So we busked up the money for food, petrol and spark plugs, having glued the stem and stern canoe ends back together and headed out of Kinsale into a fresh southerly with flat batteries from being in such a sheltered harbour. As the mizzen sail was blanketing the wind generator on the return journey we took the sail down, and by using the dagger boards restored balance to the sail trim. On the second day the wind became light and sunny and we were eventually motoring as the forecast gave us strong SW winds backing SE. This materialised into a strong Southerly, and by the second night we were changing down to storm jib in the lee of Lundy north, having made a fast crossing of 36 hours but it was to take us another 12 hours to make a landfall. The boat was less crowded this time with three adults and two kids and the dog was getting over his anxiety attacks. Heading for Bideford Bar in the break of day an unforecast S.E. gale materialised and though we were heading east we got taken up the coast by the flood tide towards Ilfracombe. Where the stem had been glued together split, so the bowsprit was unable to tension the jib and at this rate we'd be heading up the Bristol Channel, so with Ilfracombe harbour about 2 miles away we dropped sail and started the 28 hp outboard; we made the harbour just before the petrol went, to peace and tranquillity.

Ian Hooper writes to tell the story of his conversion from monohulls (unimarans) to a PAHI 26 "Ann Perigo" Sail no 1.

1. Decision to buy

I decided some time ago that I would be changing boats from my monohull (Snapdragon 747) to a catamaran. The Snapdragon had been a good boat on which I had gained valuable experience the last four years, but I was finding her slow speed had started to limit my cruising range and motivation. The last season (1991) I spent a lot of time on the anchor at weekends reading and quaffing bottles of wine while watching other craft pass by down the creek and disappear over the horizon to destinations which were at the limit or beyond my range. In that time while anchored in the Blackwater I noticed TIKI 28 No 1 pass close by. That's the one that was featured in PBO I thought to myself. Also comments from adjacent boat owners like 'Staying on the floating cottage this weekend?' helped to get things moving. So a new faster vessel was required, a catamaran, but what to get?

I had sent for details on the TIKI 26 from Wharrams some two years ago, and that was filed away with the other catamaran specifications I had gathered on various visits to boat shows and articles from magazines. I had dismissed this boat as not having enough accommodation, like a saloon, no standing head room or a heads compartment.

I had been full circle; looking at various bridge deck designs like the Prout Sirrocco, Heavenly Twins 26' and at prices of £20,000 to £28,000 were more than I wished to invest in a vessel or that I could afford.

So it was back to the file and looking at the designs I had earlier dismissed. There was the Woods designs, so I sent for their latest design catalogue. Also I noticed that the

TIKI 26 was built in GRP and at around £10,000 this was at the top of my price range, so I may as well send for details of that as well. Also I may as well get the Wharram design book and as I haven't found much in the way of books or articles on catamarans in the normal yachting magazines I also bought the book 'Two Girls Two Catamarans' and also a sample of that magazine 'Sea people'.

I quickly read and digested all the design literature, the 'Sea people' and the book, which greatly increased my knowledge and interest of catamarans. If I was going to get an affordable catamaran it was to be the open bridge deck type. If I was going to go for a boat of speed and sea worthiness then the floating caravan was out; on a 26' length so was the standing headroom, and separate heads. Really if I wanted a good performance catamaran within my budget the TIKI looked like it would be the boat. If I really wanted the floating caravan I would not get the speed and the seaworthiness and so I may as well stay with my Snapdragon. Also at this time (Summer 1991) having spoken to Imagine Multihulls about the GRP TIKI, I found there was a rally of Polycats in Cornwall where I could inspect an actual vessel. This by luck coincided with my one week camping holiday in the West country. The venue was to be Wacker Quay a Saturday in August.

Having arrived in good time at Wacker Quay there were a few people in cars but no boats. Then about 15 minutes or so later a fleet of vessels began to appear around the corner of the river rapidly closing the quay and were soon sailing right up to the quay, grounding and the crew jumping ashore. Very soon in a matter of minutes the area was transformed into a lively gathering. I picked out Steve Turner, introduced myself and he invited me on board for an inspection. My first impressions was the size on plan. It was a lot larger than I had imagined. The boat gave the impression of durability, stability and a passage maker.

The inspection came to an end in the failing light, and I bid my thanks and left with an impression to think about in the coming months.

As time moved on and winter arrived I noticed the price of the new GRP Tiki had gone up and was now out of my price range, but second hand ones were coming onto the market just within it. So in January 1992 I saw myself down in Poole inspecting a second hand GRP TIKI. I took plenty of photos to study at my leisure. They would provide a good record for comparisons when I came to make my final decision later on.

At the end of January 1992, events took a different course as I was made redundant from my job in London. This changed my outlook on boat ownership and within the space of a few days £10,000 seemed a lot of money to spend.

Anyway, I still had to sell my Snapdragon and in the recession this might take some time to happen. The Snapdragon was on the hard at Tollesbury in Essex, and I decided that I would keep her there until she sold.

Being unemployed I had plenty of time to reflect on the type of vessel I required and I could still read the yachting press. About May 1992 I noticed an advert in the P.B.O. Magazine for a TIKIROA which needed completion and was 99% complete and that the owner must sell! Reasonable offers accepted. I tried to ignore the advertisement for some time, but curiosity got the better of me and I rang. The boat was in a garden in Cornwall. Of course it sounded O.K. over the phone. I have a boating friend Mike in Cornwall so I mentioned it to him in passing. He said he would inspect it for me when he was in the area. Mike phoned some weeks later to say he had been to see it and that it was in a better condition than he had expected. I remember him saying that the epoxy fillets were all well finished inside and the boat was built to a high standard – and no there was no rainwater in the bilge's and the sails were new. (Contd on p 12)

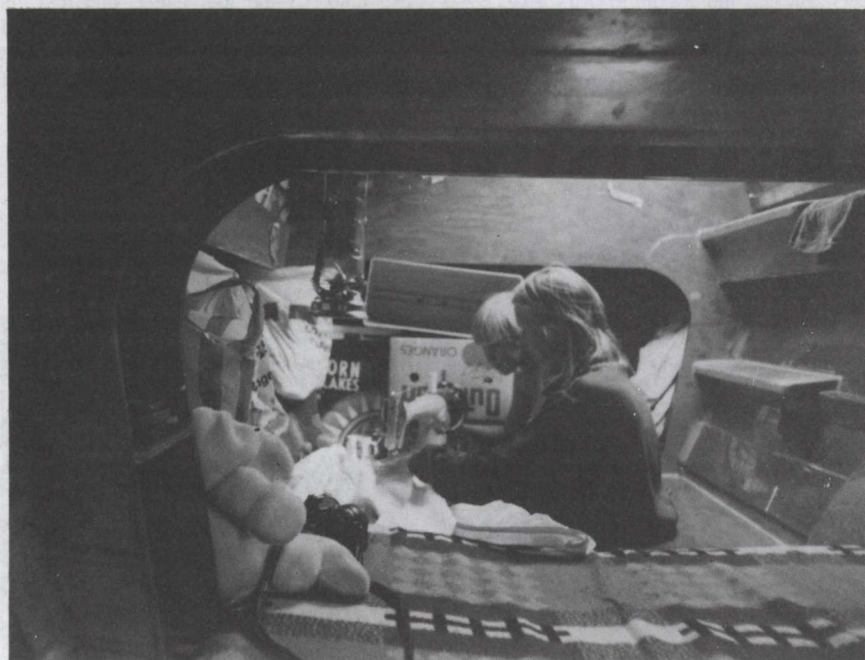


"Spirit of Gaia"

News of the adventures of "Spirit of Gaia" is now starting to filter into the editor's "office". Ruth Wharram forwarded the following photo's, before returning with James and Hanneke to Portugal. See also "The Ditty Bag" for a chartering offer with the Wharrams.

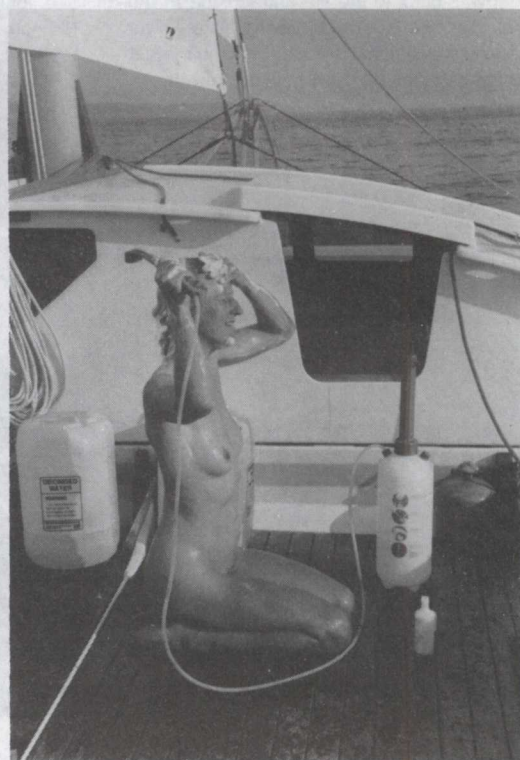


James Wharram Designs'
PAHI 63 "Spirit of Gaia" leaving Restronguet Creek, Devoran.



Jamie's cabin also serves as a sewing room.

The shower can be on the deck or in the covered cockpit.



- Goes South



Another beautiful and sheletered anchorage at Corcubion, North West Spain.

This rain water collecting device was very successful. A 5 gallon tank under one corner of each pod could be filled on very rainy days in 12 hours.



The beautiful sheltered anchorage on a beach at Ribadeo, North Spain

(Contd from p 9)

I looked at the Wharram design manual again on the TIKIROA and noticed that it was the sister ship to the TIKI 26. Well it was almost the boat I required and there were a few photos of one being built. Against all reason, being unemployed, with a boat to sell I checked my finances and thought I could make an offer of £2,000 over the phone subject to inspection. I left it a few weeks hoping perhaps it would be sold. Then I made the call. The craft was still for sale. The offer was accepted subject to inspection.

I was down in Cornwall for a week in May and inspected the vessel. She looked good and solid, well built. I asked the owner about the vessels history and he stated that he had bought it off Wharrams and that it was the design prototype. It was the one featured in the design book he casually remarked. That clinched it for me in my mind and I knew I would buy her. I carried on with the inspection and at the end stated I would take her.

2. Purchasing & Moving

Prior to buying, my friend Mike had said that I could put the boat for storage in his garden in Zennor, West Cornwall until the Snapdragon sold. This I decided to do. The day of the purchase and move was arranged for Saturday 9 May 1992. Mike also said he would arrange transport to move it. On the day of the move the wind was blowing quite strongly. Not the best day to move a light weight catamaran.

There were five of us to lift along with a local who came out of his house and joined in later. A couple of shrubs had to be cut down before the hulls could be moved on their boggy trolley to the front of the house. The transport arrived and this turned out to be a refrigerated fish lorry on its return journey to Newlyn. The hulls were lifted into the rear and lashed down with about 3' sticking out of the back.

Within two hours the TIKIROA was in Zennor lying in a disassembled state in Mikes garden.

3. Ownership

The Snapdragon in Essex had generated a few inquires but remained unsold. Now with the TIKIROA in Cornwall I decided to put the Snapdragon with the broker at Tollesbury. I could then concentrate on completing the TIKIROA down in Cornwall.

Mike helped me to assemble the TIKIROA later that day and I commenced my first beam lashing. I found that I could move the hulls on my own with levers to level the boat or to move it horizontally. Over the next few weeks I slept on board and worked on the boat. Not having used epoxy before I had a learning curve to complete. I soon began to realise how versatile and strong is the ply epoxy construction. I cut out the window apertures, put in additional plywood knees for the backstay, and the sheeting rail for the

backstay itself. I made a mast tabernacle similar to one I had seen on the TIKI 36 in P.B.O. I also carved out various hardwood cleats.

Some time ago whilst researching family history, I came across a relation from the last century called Ann Perigo. I was given a sampler made by her dated 1886. This struck me as a good name for a boat in the future. As the TIKIROA didn't have a name, this is what I called her. I sent off for some adhesive lettering for the name.

The boat being in a prominent position adjacent to the St.Ives to Lands End road had generated quite a lot of interest with the locals in Zennor and also the passing tourist trade. One TIKI 21 owner stopped for a chat and an inspection.

During late June the broker was on the phone to say he had had an offer on the Snapdragon of £7500 subject to survey. This I accepted. The purchase subsequently went through and was completed at the end of July. At last I was back to one boat and with the funds to complete the TIKIROA.

The Snapdragon sold, I decided that I would move the TIKIROA by road back to my base at Tollesbury. The best quote was from John Hicks near Plymouth at 90p per mile. He knew all about TIKIs and had moved them for Imagine Multihulls.

Again Mike arranged for some extra hands for the move at the Zennor end. John Hicks arrived at 0730 hours on the 30 July, with his 6 wheel landrover and trailer. The boat was loaded by 0900 hours, and I rode in the cab with him to Tollesbury. We arrived at 1900 hours. I hunted around the boatyard and found some fellow boat owners to help me unload and assemble the boat, for the consideration of a beer afterwards.

4. TOLLESBURY

Again, not through choice, the TIKIROA was placed in a prominent position, this time in the boatyard at Tollesbury Saltings Ltd. For the next few weeks I had a stream of people passing the boat enquiring 'what was she?' 'Did I build her myself?' 'Its not held together with those bits of string is it?' 'Is it glass fibre?' As the weeks went on I became used to people inspecting the boat and it became part of working on the boat. One day in October whilst having a lunch break I noticed a person was giving the boat a good looking at through the corner of my eye. He caught my eye and said 'I've worked on this boat at Wharrams. I fitted the cross beam chocks'. A good hours chat resulted and it turned out he was building a TIKI 21 at Witham, Essex.

Similarily, whilst at the PCA meeting in Southampton at the end of the boat show I meet Andre Viljoen who told me he had fitted the internal plywood knees whilst working on the boat at Wharrams.

And so it goes on. The boat attracts a lot of

attention and I've meet a lot of new people to me, but not so it seems to the boat! From the west coast to the east coast a small intimate 'club' of Wharram enthusiasts, who I didn't know, appear to have come with the boat when I bought her.

5. Future Plans

My original intention was to complete the boat in Cornwall and sail her back around to Essex towards the end of the 1992 season. Once I became familiar with the outstanding work I realised that although not great deal was required to complete, things seemed to take a lot longer than I imagined and time was against me. So I decided to move her by road. Since late August I have also been back at work, which has helped with the finances but reduced the time available to work on her to weekends and taking pieces home now and then to work on in the evenings.

My launch date has now been set tentatively at early spring 1993. The rudders have been made and fitted. Last week I bought the engine for her in one of the chandlers sales in London. I've always fancied a Seagull, and found a 6hp Seagull Kingfisher discounted to £400. The engine can take an alternator and also a remote fuel tank. I've fitted it to the boat and test run it in a dustbin. The engine certainly sounds a lot quieter than a lot of Seagulls I've known and the top of it fits flush with the deck when in use. I will have to wait to see how it performs.

I have got the mast and boom which came with the boat when I bought her. I have to get the standing and running rigging. Looking at the way Wharrams launched their 63' "Spirit of Gaia", I think I shall do the same and rig her when she is in the water.

I have also to fix the rubber pads to all the cross beams and fix various cleats for the same. As the boat was started in 1985 (so I have been told) there is not surprisingly routine maintenance to complete on the boat and two moves of site since I have been the owner, have given the boat a few minor scars.

When launched next spring, I shall be back to my East Coast cruising ground and shall hopefully get a full sailing season in, subject to a good summer.

Ian Hooper October 1992

Racing

MULTI-HULLS IN THE O.G.A.

David Weinstock reports on a new series!

This year I entered in the Solent Area Race and Rally, what I believe to be the first catamaran (Shock, Horror) in the O.G.A. My boat (Tiki Sunrise) is a James Wharram designed TIKI 21. She was designed from the beginning to use a short gaff (3' on a 18' luff) and is one of a number of Wharram designs to use this sail shape. These Gaff rigs are brought up to date with a sleeve in the mainsail to engulf the mast and halyards and provide a fair aerofoil cross section. They are true gaff rigs, however, with a peak and a throat halyard to handle the main. There must be more than a thousand gaff rigged catamarans in Britain alone and under the aims of the association they are all eligible to take part.

There are obvious problems about handicapping. The TIKI 21 has two hulls with a water line length of 19' and a deck beam of 3' lashed either side of a 6' centre deck. We used twice the deck beam (6') and once the water line length (19') (T(H)CF=0.867). We could equally have used twice the water line length (38') and once the beam (3') (T(H)CF=1.217). On a draught of 1'2" this would have appeared on paper as a very odd plank on edge. There was also a suggestion that as I could potentially "fly" one hull round the whole course we should use once the beam and once the water line length (T(H)CF=0.989). I took no more notice of this suggestion than the one that I should pay twice the entrance fees.

In the end I was entered in the Solent class three for under 20'WLL unballasted craft. Technically at least this is the correct class. In the race we did very well at the beginning, and were lying third overall round the second mark. Then the wind died just off the third mark and along with the rest of the fleet we kedged. Race tactics and luck took charge and many boats drifted in and kedged in pole position on the mark. The shortened course gave us no chance to improve our position of tenth over the line and I presumed that all was lost. Consequently it was with much surprise as well as pleasure that "Tiki Sunrise" won the Quiver trophy for first boat on corrected time in class three.

Potentially a multi-hull in capable hands, barring dead calms, would prove a formidable challenge. Indeed some would say an unfair challenge. Yet I have been made very welcome. The aims of the O.G.A. is to promote the gaff rig and as such has taken on the Cornish Crabbers and the Winkle Brigs and may now have to take on the catamarans as well. I know that there are many that believe the O.G.A. should be for the preservation of old fashioned boats with old fashioned rigs.

I entered the race to make the point that here would be an unfair advantage. I feel I have partly done this and will have to enter again to do the job properly. When that is done I would like to continue to enter O.G.A. races as crew on OLD GAFFERS WITH CHARACTER like Lone Wolf and keep my boat for general cruising. I hope my entry will generate much discussion and interest.

As a final thought I would like to point out that something that the Old Gaffers and the Wharram Cats have in common is the Characters that walk their decks and the individual approaches that they have to their boats and their sport.

SHARING THE CHALLENGE

Bob Beggs successfully completed the Europe-1 STAR in "Sharing the Challenge". The subsequent post race activity has meant that Bob has had to return to duty as well as providing articles and editing 4 tapes of 4 hour VHS video tape. He has been busy. To cap it all, Bob has had to join a yacht in Tenerife, helping to lead a 3 week sailing trip with the Royal Artillery. (Wish I had a job like that-ed.) Back in September, upon Bob's return via the Azores, I managed to talk to him over a period of two days at the Southampton Boatshow. This is my report:

We had hoped to have "Sharing the Challenge" at the Town Quay, in the Multihull Exhibition area, but time was against us. Instead the TIKI was at Millbrook. What was now to happen to it? A suggestion had been made to dispose of the boat through a raffle or auction and a venue such as the London Boatshow in January was being considered.

Bob spent time on the Imagine Multihull/PCA/Wharram Built stand, with Steve, myself Dave Hender, Chris Sands and others who appeared from time to time. His enthusiasm for the project and the adventure made a unique combination and sailors from all walks of life came and listened, debated and then walked away with a new set of information to digest.

The factors that came through loud and clear were:

- the boat
- reverse osmosis pumps
- self steering
- GPS.

Taking them one at a time.

The Boat:

In the last edition of Sea People, an account was given of the modifications to ensure technical compliance with the race rules.

During the race the only areas that caused concern were: the mast head shackles coming undone (Bob says that they were wired) which in turn caused a short period of reduced sail work until the wind abated sufficiently to effect repairs. These were accomplished by dropping the mast. (Like most of you with TIKI rigs, I have no problems getting the mast down on my own, however getting it back up is aread on). Replacing the shackles and wiring takes minutes. How do you then get the mast back up? For those of you who noticed the spinnaker pole in last editions photos, you will realise that with the correct blocks and tackle, it can be made to act as an arm, attached at the base of the mast to help with the lever angles required to re-erect the mast. So Bob got back to a full working rig in a couple of hours.

The next issue is clouded in pre race history. In the period prior to the race, including the qualifier to Spain and back, the TIKI suffered a blow to the port hand hull. When the hull was worked in heavy seas when close hauled, the seam between the hull and deck moulding allowed water to enter the forward hold only. At the end of the first week (or thereabouts) Bob noticed that the port hull was lower in the water at the bow than was usual. An inspection showed it to be half full with sea water. Although not a substantial amount of water, each gallon weighs 10 lbs. 20 gallons is a fair weight! After emptying the hold, an inspection could not trace any visible cracking, so Sikaflex was liberally applied to the joint area, and the hold filled with empty containers and lifejackets. Despite the continuing working on close reaches, water ingress was minimal. A post race note. Steve Turner has closely inspected the boat and is still not able to identify obvious water entry points, but has suggested some minor work to sort the problem once and for all.

The final boat issue was the need once in the race to retighten one of the lashings. Remember that the race probably gave the TIKI a couple of seasons hard work in 28 days. (Hopefully you check your lashings at least once a season!).

Reverse Osmosis Pumps:

This is the area that Bob "raved" about. More time was spent on and off the stand discussing the merits of the Recovery system with one and all than any other subject. Bob went to sea with two pumps, one a 35 gallon a day capacity manual pump (if you are at it for a full 24 hours) and a back-up emergency 6 gallon per day manual version. For long distance, minimal weight sea expeditions, the Recovery manual pumps seem ideal. The 35 version will give 6 litres of good quality (not brackish) water without having to worry about battery capacity issues. The range is distributed in the UK by CT Electronics who helped Bob with a loan Recovery 35 unit. The backup was 15 litres of bottled water

that remained intact to the very end. A full account of the rop system is being published in "Practical Boat Owner" in the New Year. Keep your eyes glued to the news stands. The article should contain all the technical details of its use. I came away thinking that this is a must for the new generation of minimalist long distance Wharram sailors. CT Electronics, the UK distributor of the Recovery range, can be contacted at CT (UK) Ltd. Riverview House, Weyside Park, Catteshall Lane, Godalming, Surrey. Tel 0483 861186, David Thorne

Self Steering:

The self steering modification worked. On both the race and the return trip, one of the two Navico 5500 units failed. This was not, however, a surprise as the units were at times totally covered in green water. The Navico service was up to situation, and both times Bob was sent a replacement unit by return.

The sensitivity of the 5500 unit enabled the TIKI to maintain a steady course all through the race and also minimised the amount of current drain due to coarse adjustment. It was felt that the same design transferred to a normal TIKI (or CLASSIC?) would work well and reliably. It is still recommended that some additional steps are taken to provide protection from continual water soaking.

GPS:

This was a revelation. Navigation aids have in the past been totally dependant on the coverage of transmitters eg Loran C in the UK and Decca in the USA. GPS is now available with total world coverage. Bob said that he even managed to get a fix at 27,000 feet in a 747! The unit that Bob had bought in the USA (for £400) after the race was a Magellan hand held with built in ariel. The only problem was with a faulty ariel, but this was exchanged at the show and all was again well. The use is straight forward, but the available features are amazing. With a suitable interface, it can be linked into the autopilot. In theory, you could cross the Atlantic without touching the tiller! The only note of caution is the usual navigators mental note that it is a navigational aid!

That is about it for present. My parting comment on Bob's attitude to sailing is to paraphrase of an article that appeared about Bob in Yachts and Yachting "He certainly drinks Carling Black Label". I would add that this also applies to the back-up team from Steve Turner at Imagine, Scott Brown as project leader and Chris Dunn at TDA, sponsors. The whole exercise was put in place to raise money and awareness of the Jubilee Sailing Trust and the their role in encouraging disabled people realise their potential at sea through the tall ship, STS Lord Nelson.

Adrian Honeybill

ORO

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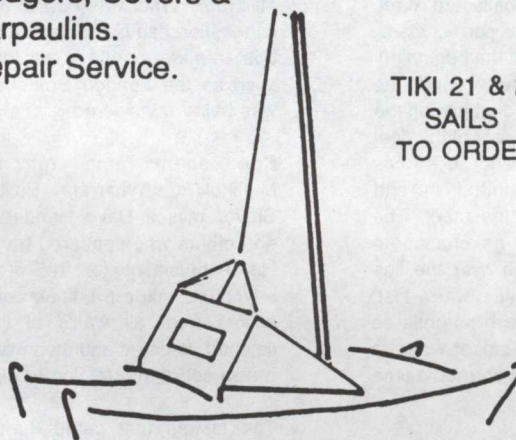
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1992 Meeting Reports

SPRING BANK HOLIDAY UK EAST COAST MEET

Boats gathered at Brightlingsea over Friday and Saturday. By the time Jenny and I got there Terry Adams had his PAHI 26 "Catharsis" afloat up a creek somewhere and John Zalucki's Tiki 21 "Zalamander" was moored next to John Hefferman and family in their Tane "Tiger" at their home mooring opposite the hard. From here John was doing a stalwart job helping others into the water. We arrived late on Saturday having spent the morning rewiring the trailer electrics. Later in the weekend John and family (this was a weekend of Johns) arrived in their TEHINI "Windcat" from the Norwich direction and Escape (TIKI 21) also spent some time with us.

Sunday dawned, I know I was up to see it as we were on the hard waiting for the tide to lift us having finished assembling the boat at 2330 in a thunderstorm that had lasted since 6 pm. That was the last of the bad weather however and throughout Sunday and Monday the sun shone on us. Sunday saw us a bit scattered round the creeks. We went up river towards Colchester but most of the others seemed to have finished up tied up to the Tehini "Windcat" up Pyefleet Channel having a swim. We finished up there ourselves later before we all made our way over to Brightlingsea for an evening and a meal in a pub. This over three of us rafted up for the night on the moorings, the Pahi 26 hovered nearby but "Windcat" stayed up Pyefleet in less crowded waters.

On Monday we tried to get round to the Mersea but light winds and poor visibility thwarted some of us (I was on the Tane because my boat was full of family) The two TIKIs got round though they only found a mud beach. "Tiger" and the Pahi found a pleasant spot for a picnic and a swim near Colne Point. We collected together in the evening for a bit of mudscraping on the last of the rising tide finally going back up Pyefleet to raft up with "Windcat" for evening meal and a sociable evening.

Tuesday morning saw us all sailing over to Brightlingsea to help Terry put "Catharsis" on her trailer. "Gratitude" was due to go on moorings on the Medway so at 11 a.m. Adrian and I left for the journey across the Thames. The weather had changed and the wind was piping up from the East at 3 increasing 4. We arrived at Chatham after 42 of the hairiest miles I've ever experienced 6 hours later.

It only remains to say a big thank you to John Zalucki. We had lovely sailing water, a magnificent hard to launch from and, most importantly, a very hard working and considerate host. Thanks a million, John. Mike Wynne.

UK SUMMER MEET

Steve Turner and Dave Hender report:

The UK summer meeting of the PCA took place in Poole Harbour over the weekend of the 1st&2nd of August. about 40 people attended the meeting, some coming from as far afield as Germany and Denmark. Four TIKI 21s were present although Keith and Carol Pearce, suffering a series of misfortunes, decided to leave theirs on its mooring. Of the other three, "Bram" was towed down from Newcastle on Tyne by Gavin and family. "Zalamander" trailed from Suffolk by John Zalucki, While Phil and Catherine who drove down from Bedfordshire, Keep their TIKI 21 in Poole Harbour. Secretary Chris Sands sailed up from the Exe with his TIKI 26 "Madgic"; Peter Cook sailed his Tanenui "Captain Cook" from the Solent, crewed by Adrian Honeybill and Steve and Anne Studden brought their TANGAROA MKIV "Silent Anne" up from Plymouth, thereby winning the prize for longest distance sailed to the meeting, arriving in the dark at the end of Saturday's BBQ.

After getting afloat at Rockley Sands at midday Saturday, the cats ailed down Poole Harbour with most of the visitors on board, passing several other Polycats whose owners were obviously not aware that a meeting was happening! "Madgic", whose non standard boom had already claimed two unsuspecting victims not prepared for its presence on a TIKI 26, made a brief detour to the Town Quay to drop off Ken, (the only member with local knowledge) into chest deep water! When the boats anchored at Shell Beach, 2 of the TIKI 21s were missing; the boats had made rather intimate contact, their crews were exchanging pleasantries and patching their wounds. More penance John!!

Later that afternoon it was decided that we move back into the harbour to find a suitable BBQ site as Shell Beach is owned by the National Trust who frown on such things. Most of the boats upped anchor and sailed around the creek behind the sand dunes where they were reunited with the missing TIKI 21s. "Madgic", however was found to be firmly aground and had to remain on Shell Beach until after the BBQ. Saturday evening was spent drinking large amounts of cider, eating charred and anonymous objects from the fire and splodging around in the mud from boat to boat in usual Polycat fashion. Greatly enjoyed by all of us, especially the Sands' three spaniels!

Sunday morning saw the welcoming of "Silent Annie" who moved up the creek to join the other cats and the departure of Peter and Adrian, heading back to the Solent. Despite the grey threatening sky, all

the TIKIs took people out on excursions around the back waters of Poole Harbour while "Silent Annie" stayed at anchor, playing host to a steady stream of tea drinkers. That afternoon saw a continuation of the BBQ and those of us who could only spare the weekend regretfully left. Perhaps we will hear from Chris and the others who stayed, about their adventures during the rest of the week.

The choice of Poole as a venue for the meeting was made to facilitate the attendance of members from the Solent and further East. It is therefore disappointing to see so few boats from that part of the country taking part. It was sad to see the Polycats lying unattended at their moorings but even more sad to see several sailing close by yet not joining in. Perhaps a case of lack of communication, or maybe apathy.

Afterthought by Steve Turner

The PCA has been criticised in the past for being too South West orientated in the UK but as long as that area has a strong active local membership, it is easy to organise events there. Poole area secretary Keith Pearce wrote to every member in his area when he took the job on, but only received a couple of replies. The Committee can only run events if they are supported by the members. The many active local groups were once the PCA's greatest strength. In recent years, this level of involvement is only evident in the SW. Where has all the enthusiasm gone? Get out there and do something - contact others in your area and organise a meeting or cruise in company. I have met quite a few Polycat owners who could not sail their boats to anything like their full potential through never having sailed similar craft. There are TIKI owners who have difficulty setting their mainsails, CLASSIC owners whose boats will not tack - most of these problems are merely a matter of technique or simple adjustment. The boats are not difficult, but DIFFERENT! The knowledge is there, make use of it! Apart from that, taking your own boat to a meeting is fun, most Wharram enthusiasts are interesting people. We are still friends with people we first met at PCA events in the mid seventies!

News from Sea People

BRITAIN

David Weinstock sent the following letter that accompanied his article that appears in the Racing section. He writes:

Please find enclosed a copy of an article I wrote for the Old Gaffers Association after my recent entry in one of their races with my TIKI 21 "Tiki Sunrise". As can be seen from the article there should be some interesting debate on the philosophy of catamarans with a revised gaff rig competing with them. If this philosophy is accepted then we will obviously have to rethink the handicap.

"Tiki Sunrise" was built by Philip Le Maitre, about six years ago in Guernsey, where I bought her from him. When I lost my job there I sailed her back to the mainland and spent the last few years based on the river Teign. I have just moved her to the Solent. Philip built her exactly as she was designed and to a very high standard. I have made the following alterations to make her more suited to my needs.

The standing rigging was doubled after I read about the mast coming down when a 'U' bolt failed. As designed, any part of the rigging that fails will bring the mast down. There are also advantages when dropping the mast. The second set of shrouds lead to chain plates about a foot in front of the existing chain plates. They are tied off to the cleats on the centre beam when dropping the mast to prevent the mast from swinging away from the centre line as the original shrouds go slack. The two fore stays come down side by side and are tied with lanyards to a single stainless steel ring (the only common bit of standing rigging). Again when lowering the mast, one stay can be freed to fix a handy billy quite simply with out fear of the mast dropping before its time. To complete the doubling of the standing rigging, a second set of stays go from the stainless steel ring to a second pair of 'U' bolts on the stem about 4" above the water level. The stainless steel ring also contains two carabinas. The one at the top of the ring is for the tack of the jib. The other one is at the bottom and very useful for anchor cables and the like.

The main hatches were hinged rather than fitted with folding brackets. This has produced a more resilient arrangement with out loosing too much versatility.

The halyards are now three separate halyards rather than having the two main halyards in a continual loop. I found that there were serious complications when setting the mainsail reefed. The three halyards tie off to large cleats at the bottom of the mast. I've also had a second reef put into the mainsail although its only been used

on two occasions.

My sails are getting on a bit now and I also raced with all the cruising kit on board, including batteries and navigation lights, water containers and paraffin stove, and an 8 hp Mariner outboard.

My abilities lie in the cruising field rather than in racing, but I was well pleased with our position before we were becalmed. I am sure that a stripped out hull in good order, sailed by a true racing crew will prove no match for any thing but the largest and most competitive Old Gaffers.

So far I have received much encouragement from others in the O.G.A. to compete, but I still have my own reservations and think it will not be long before I keep Tiki Sunrise for cruising and crew on other Old Gaffers for O.G.A. rallies.

I hope this will be of interest to you and readers of the Sea People.

David Weinstock.

With the improving political situation in some of the areas of old Yugoslavia, Mike and Jenny Wynn have sent the following note:

We are hoping to go to Croatia, a now peaceful part of what was Yugoslavia next year. We will be taking "Gratitude" over after the club meet at Plymouth and so will only be able to use her for a couple of weeks. It seems a pity to take the boat all the way there for such a short time. If anyone would like to borrow a TIKI 21 based around KRK or Cres at the end of August, and for as long as they like, in return for something nominal in the way of references and towing her home, please contact Mike on 0246 822895.

NEW ZEALAND

Tony Murray has written updating us on the whereabouts of boats and owners, all old friends to Sea People:

At Easter time last year my wife and I bought "Ika Roa" from Tim and Heather Whelan. We sold our PAHI 31 "Kapai" which we had for ten years and which carried us safely for many hundreds of fun-filled (or gruelling - the other side of the coin!) miles up and down the east coast of the North Island. The new owner John Cameron sailed her down to Nelson where he hopes to do some serious cruising in the Sounds. Since bringing "Ika Roa" back to Mt. Maunganui its been mostly uphill replacing worn lashings, rusting bolts and screws, fatigued and worn rudder pins, U.V. blasted seams on all the sails, cleaning bilges, renewing paintwork etc. Many parts of the cat need replacing - sails and anchor

rope especially. I had to buy two new batteries and pull the motor out to free a jammed starter motor and sandblast and paint the motor at the same time. The gear shifts were worn and I couldn't engage reverse, had trouble getting forward. The positive side to all this graft is that I now have a better knowledge of what's what on the "Ika Roa" and am better acquainted with the pitfalls of buying a 2nd hand vessel. However, this summer we lived on the boat while our house was rented and it began to give us something in return for our labours. For a week we stayed on the mooring as my brother was home from England, my sister and her family home from Australia. With exceptionally calm hot weather this floating base right next to town, a good wharf for the 3 boys to fish off and an ocean beach close by you couldn't have asked for a better place to ease the family into cruising mode. When we finally cast off, we were ready and keen to enjoy what adventures and crises would confront us on a voyage up the coast for 11 days.

I can promise continuing articles in the saga of Ika Roa, a Wharram cat that will be heading up into the Pacific tropics when finances fall into place. (Same old story, huh?).

Tony Murray

Don Brazier, JWD's New Zealand agent writes:

Just a few notes from the Antipodes. Charlie and Heather Wrigglesworth launched their beautifully built extended PAHI 31. The centre cockpit arrangement is very successful and gives plenty of protection. A 9.9 hp outboard drives "Solstice" well.

A PAHI 63 is being built in South Island by Stu Rolf. There is much interest in the TIKI range. In fact the most recent and exciting news was the arrival of Rory McDougal from England in a TIKI 21 via the Canaries, Panama, Easter Island, Mangareva and the Cook Islands. He had a very successful trip, quite a feat of seamanship in such a small boat. Some of the worst weather apparently was in the last 200 miles off the New Zealand coast.

"Katipo", my own boat, a NARAI MK IV is sailing well. We spent part of the summer out at Great Barrier Island which is a very pleasant cruising area.

Following Don's note on Rory's arrival, we had a short line and picture arrive via Steve Turner at Imagine Multihulls. It reads:

What a fantastic adventure, but I confess after a year and 14,000 miles, I'm happy to stay in Kiwi land. What a fantastic boat and tremendously sea worthy concept. Thaks for the hulls Steve, I had no major breakdowns at all. I plan to write a series of articles soon.



Rory on board "Cooking Fat". The cabin tops have been modified and the wind vane self steering are all part of the design to enable the TIKI make long distance passages.

ISRAEL

Yoav Ktalav, Q Haim, Israel writes:

Recently I pulled "Raka" out of the water (using an electric windlass) and am working on a big refit. It will probably ground me for this year so I will have to compensate myself by magazine cruising and Sailorman is one of the best. What is interesting very much is the rig. I am not sure if I can erect schooner rig on "Raka"? Actually I receive M"M (surface mail delivery) with my letter just after your letter to me and the descriptions of Bernard Rohds tandem free standing mast is something that I believe could be done on any catamaran and why not on your gaff headed schooner side by side? As I never saw any gaff sail in action, this sail is much of a puzzle to me as the main question is whether it is possible to control sail twist? As to the soft wing sail, how are they reefed? So many questions are enough for a full letter, I will finish here. She is 8 years old and at least the polycat shirt fits her well.

It is the beginning of the Jewish New Year, so we will wish all of you *טוב תשע* (good year).

IRELAND

From Andre Gieth, Letterlichey West, Bantry, Co. Cork comes the following news:

On the 18th of July we (4 adults, 2 young children) left Dunbeacon Harbour in Dunmanus Bay (south of Bantry Bay) for the maiden voyage to Cork where the tall ships participating in the Cutty Sark Tall Ships Race were stopping over since July 17th.

We reached the entrance to Cork harbour after a mostly wonderful down wind run of 100 miles on the 20th, just in time to catch the tall ships at the start of their second leg to Belfast. This was a most impressive spectacle with hundreds of yachts, motorboats, fishing boats, dinghies and whatever else managed to stay afloat accompanying the ships on their first few

miles out of Cork. I had the best summer of my life sailing the south and southwest coasts of Ireland with varying crews for two months, sleeping up to 4 adults and two young children inside the hulls. This was just about possible since none of us was taller than 170 cm.

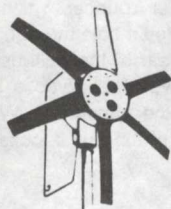
Catching hundreds of mackerel and pounds of shrimps and discovering many beautiful anchorages and bays made me forget two years of epoxy poisoning very quickly and already after one week at sea I knew I would do it again. This is not to say that I did not enjoy the building of my TIKI 26, but I found the daily handling of the epoxy excessive and hazardous. I left her on the water for the winter and we'll be sailing again as soon as I have made the alterations necessary to hold my outboard engine (an antique at least 40 years old as I was assured by the seller...)

As a happy Cat owner I thank you and J.W.D. and am looking forward to hearing from you. I also send you some photographs of "Ean" (Irish for bird) which after two years of building I launched on July 13th 1991. Three days later the strong wind had moderated enough for us to start for the first trial sail in a force 3 - 4. Everybody was impressed with the speed, stability and ease of motion.

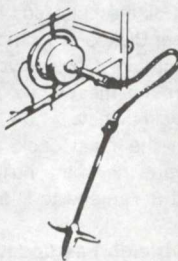
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The Ditty Bag

SMALL ADS

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Contact: Geoff Tate 3 Devon Road, South Darenth, Kent, DA4 9AA
Tel 0322 864763 (Kent)

For Sale:

TIKI 26

1988 Quality epoxy ply glass ply, fitted out for offshore cruising, Yamaha OB, alloymast, deck tent, roller reefing. Must sell £7,000 ono

Tel: David Skelton 0752 813438 (Plymouth)

Wanted:

TIKI 21 or 26.

For extended coastal trekking (single handed/daysailing). Needs to be sound (sea worthy) and must be cheap.

Contact: Duncan Gilchrist, The Glebe, Timsbury, Bath, BA3 1LT
Tel 0761 470099.

Wanted:

One PAHI 42 hull.

Contact:
Nick Smith at KISS Marine
0489 572244 (Hamble).

To Rent:

Road Trailer 25'x6'

Carry 1½ tonnes.

Contact: and make a deal!

David Weinstock, 66 Manners Road, Southsea, Hants, PO4 0B.

Tel 0705 873460.

For sale:

PAHI 26 "Anna Blume" is again unfortunately for sale. Ashore at Lagos, Portugal. Fully equipped for sailing. Changed circumstances have forced sale. Open to reasonable offers.

Contact: Hugh Richards

Tel: 0580 713028

Crew available:

If you sail in the South, West or Wales and would like crew for coastal cruising during 93, I have a couple of years dinghy experience and would like to gain catamaran time and knowledge.

Contact: Kieran Brady, 54 Luddesdown Rd, Toothill, Swindon, Wilts SN5 8HJ

Wanted:

TANGAROA MkIV, or NARAI MKI/II/IV abandoned project for completion

Contact: M Wilde, 11 Chenery Drive, Norwich NR7 8RR

For Sale:

PAHI 31 Serendipity

Surveyed by Hinks "Boat Builders and Surveyor to the Admiralty".

I am now building the TIKI 31 hulls.

Contact: Paul Cobb, 7, Cross Pk., Shirwell, N.Devon.

Tel: 0271 850640

Building

News from A. Fielding, Leigh-on-Sea, Essex on the efforts on his TIKI 26:

After two years work my TIKI 26 No. 174 has seen the light of day...and I've learnt a lot. Built in a shed using the outside wall of the house (it measures 27' x 7' (all the land I had), with mains gas and electricity it is very cosy, if a little cramped. We have put TIKI together in the front garden to check that the beams fit and when I've fitted the stopper blocks the hulls will be pushed together to wait for the launch next spring. I've glassed the beams for protection but there's a lot of corner rounding to do before the cloth takes a bend and lies flat. Like all Wharram builders I've made a few mods that future builders might find interesting.

1)

I've heard rumours that the decks were a bit bouncy (sorry Mr. Wharram) so I fitted extra deck beams forward of the middle beam. Six looked about right. I also made three half bulkheads one either side of the forehatch and one under the rear deck. This has made the decks much stronger. I left the rear deck with the three stringers.

Also I wanted to fit an echo sounder, as I didn't want to be hanging over the side and it must be vertical. Fitting cheek blocks to a V hull is not easy or nice to look at, so I came up with what I think is a good idea. I got a Seafarer sounder which has a small stem and drilled a hole through the keel (see pic) to the rear of the hull just higher than grounding level. I epoxyed a block to take the head of the transducer. When faired in with the line of the hull it looks smooth and out of harms way.

You can fit an SL 400 sea toilet under the standard cabin floor, just. If you buy (as I did at a boat jumble) Blakes sea cocks, make sure you get all the bolts 'cos they're nearly £3 EACH from Blakes or chandlers. I got an expensive bargain! Does anyone have the measurement for the engine pod (fitted in deck)? I would like to know the depth it hangs under the main deck, as I have to guess the waterline of the hulls, and I want the outboard 8 Yamaha to fit first time.

Simon Tytherleigh has updated the story

on his PAHI 31 "Nellie":

All is well with "Nellie". News is that she has been going very well indeed. In an upwind race against comparable sized monos, she didn't point nearly as high (expected), but her overall speed was much greater, and of course comfort infinitely greater, such that she made Brixham in second place having started last. (We were going back wards as the starting gun fired!)

Unfortunately one of the vortex generators has come off, taking with it a section of the keel banding, which at least proves that it was subject to some loading. I shall be dumping the other one when we take her out of the water next time. All the other modifications have proved excellent, and she is now a wonderful cruising boat. Next stop France!

Nellie was used as one of the marker boats in the Dart National Championships this year, held by the Starcross Yacht Club off Dawlish Warren. We were anchored in over 20 metres of water. The club has evidently seen how excellent cats are for this sort of thing; they have already asked us if "Nellie" could be the committee boat for next year's Seafly Championships. Of course it could have had something to do with the quantity of drink allegedly (!) on board.

Although within the Building column, this is something of the hunter hunted:

Roger Nadin writes:

I am currently taking a one year boat building course at the International Boatbuilding Training College in Oulton Broad and am keen to get in touch with any Wharram owners in Norfolk. In return for some sailing experience I would be pleased to offer my skills to anyone currently building.

He can be contacted at:

The Lodge Annexe, Flixton Road, Homersfield, Harleston Norfolk, IP20 OEX.



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QUALITY SAILMAKERS

The Stern End

Editorial.

Here, at last, is my chance to introduce myself and update you on the Sea People latest. André and Ann have passed the mantle over to me as André needs more time to get his "design for living" business off the ground. We are all seeing tough times, so I wish him every success and thanks to both of them for the time and energy spent delivering notable editions of Sea People. I just happened to say "yes" at the right time, so here I am.

1992 has been a year of achievement for PCA members, showing that the spirit of adventure is very much alive. When combining innovation in design, based on "KISS" principles, with courage and persistence, have given racing and cruising success. In addition to Bob Beggs' success, the Pacific crossing by Rory McDougal shows the best aspects of the Wharram spirit.

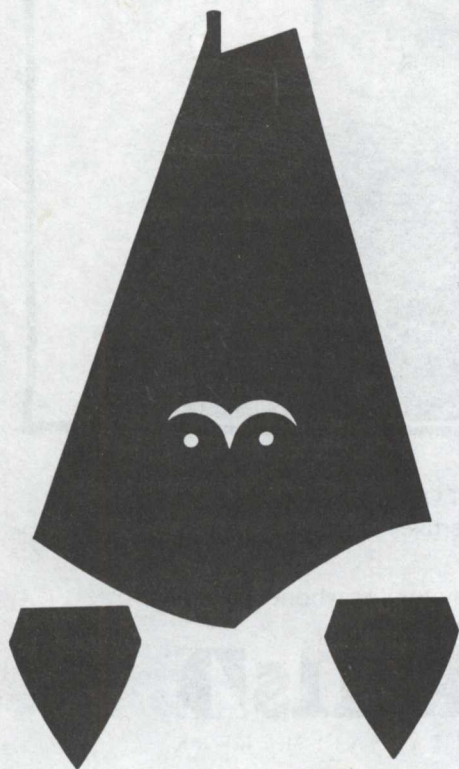
Although I have brought a couple of minor modifications to the layout, the intention is to maintain the overall format established by André. I am therefore in dire need of more cruising, building and environmental articles. Please keep writing and if you can, forward your text on 5¼" or 3½" discs in DOS or ASCII format.

JW has passed on his apologies for no column this time, but with taking "Spirit of Gaia" to Portugal in the late autumn, immediately followed by a visit to Zimbabwe, time has not been in his favour. The centre page collage forwarded to me by Ruth at the beginning of December has hopefully made amends.

Hope you enjoy this edition, and I welcome any comments.— Adrian

COMPETITION

To help you get over the fug of Christmas and the New Year, you are requested to put those talents to use that have remained dormant for so long. Below is a graphic of the TIKI range. We are looking for a graphical representation in a similar vein for the PAHI and CLASSIC ranges. The successful graphics will be used in the magazine as headings and of course the successful entries will be posted in the magazine, together with notable alternatives, as space allows. A PCA pennant will be given as first prize for each range, or one if the winning entry is by one entrant. Closing date for receipt of entries is Sunday 28 Feb (I will accept post marked dates of 28 Feb for overseas entries). Judging will be by Steve Turner and myself and any arguments will be dealt with when JWD designs a unimaran!



PCA GO RACING AT LONDON BOATSHOW.

A team of six PCA members has been entered for the RYA sponsored model yacht racing to be held at the London Boatshow at Earls Court. We are due to race at about mid day on Friday 15 January 1993. This should be more than interesting as we will have to apply IYRU rules as well as Collision Avoidance at Sea!

For those of you that are interested in watching us cope with half our normal number of hulls, please contact me, Adrian Honeybill on 0734 873406. A meet will be held afterwards at a local hostell.

25 YEARS OF THE PCA.

In the 1993 issues of Sea People, we will be celebrating 25 years of the PCA. If you have any early articles from Sailorman, or any Wharram related articles, particularly from magazines, please send them, or copies, to me. The 1993 editions will review 25 years of Wharram progress.

1993 Cruising Program

As part of the 1993 celebrations, the SW area have posted the following event schedule:

July 24 & 25 Meet and BBQ at River Exe.
July 31 & 1 Aug Meet and BBQ at Plymouth Sound.
Aug 7 & 8 Meet and BBQ at Falmouth.

The TIKI nationals will be provisionally be run at Plymouth, with the "warm up" being held on the Exe, the weekend before.

Racing will take place during each event.

You will be able to sail from one venue to the next at your leisure.

Those of you wishing to trail or sail boats down before the series of meetings start should contact Chris Sands (0392 833258) for details of moorings on the Exe. Those of you wishing to join at Plymouth should contact Steve Turner. (0752 815000).

Finally, there will be a PCA cruise in company to the Scilly Isles following the Falmouth meet. For those of you that can make these dates, it looks like a great time is planned.

SW Area Winter Meetings.

Royal Plymouth Corinthian YC.

19 Jan, 16 Feb, 16 Mar @ 7.30pm