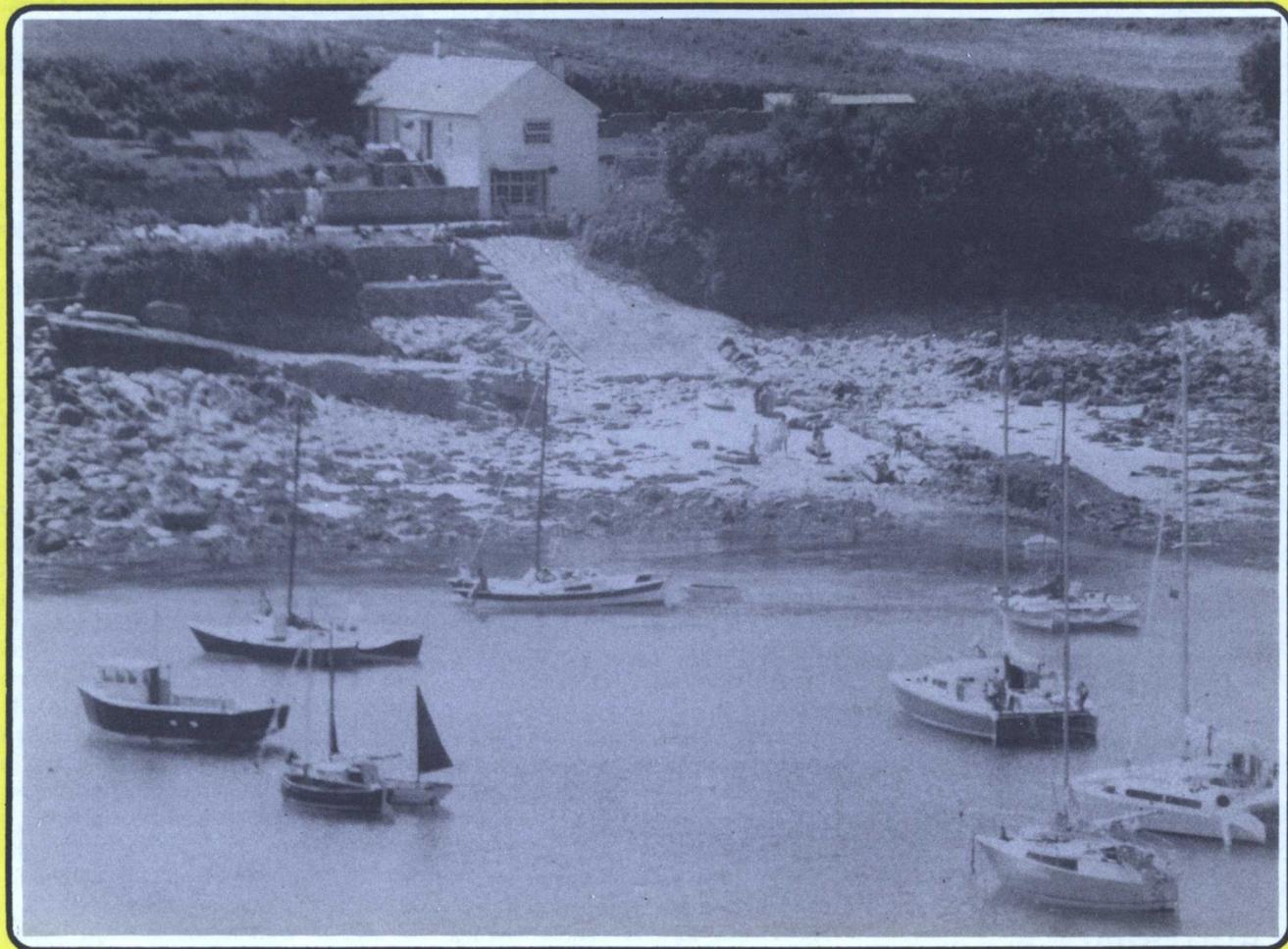

The Sea People



- **News of '93 Summer meets**
- **1992 Brittany cruise**
- **In depth 21 build**
- **EGM report & member list**
- **+ lots more!**

The Sea People

Magazine of The Polynesian
Catamaran Association

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This edition by
Scott Brown

Cover photograph
"The Turks Head"
by Dave Hender

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Editor's note

This is the second of our Spring (N. Hemisphere) magazines, some pages of which are taken up with Membership list, an EGM report, and Membership Renewal forms.

Adrian slipped in that I could edit this one in casual conversation at the London Boat Show, where we were part of the PCA Team racing model yachts (report on page 8), I hope you enjoy it.

SAM NELSON

After a long struggle with ill-health Sam Nelson died on Saturday 13th Feb.

Sam was builder and sailor of several beautiful catamarans including the Hinemoa 'SILVERHEELS' & Mk 1V Tangaroa 'JOEL'. Sam competed in the R.B.&I. Race with Bob Evans but will probably be best remembered for his account of the loss of 'JOEL', when she was run down by a Supertanker!

Sam will be greatly missed by his friends in the P.C.A.

E.G.M. Report

The E.G.M. announced in the August 1992 issue of Seapeople was held in the Star Hotel Southampton on Saturday 19th September, thirty two members and family attended.

Chairman Steve Turner opened the meeting and explained to those present the purpose of the meeting, moving the A.G.M. in line with the proposal made at the meeting in January.

The motion was proposed to the meeting by Adrian Honeybill and seconded by Clive Hopkins, a show of hands was unanimously in favour, seventeen proxy votes were also received sixteen in favour and one against. The motion was carried.

The 1993 A.G.M. therefore will take place in September during the Southampton Boat Show.

Having concluded the business of the meeting, the members were shown videos of Bob Beggs Transatlantic race with commentary by Bob, and the launch and maiden voyage of "Spirit of Gaia" shown by Tim Francis who accompanied the Wharrams on the first leg of their voyage with his video camera.

Most of those present finished the evening in the bar, where the festivities continued till late.

Scotts bit

complete with all the usual disclaimers that this is a personal viewpoint & does not necessarily reflect the views of the management & members....

Before I leave you to dive into the rest of the mag., I have stolen some space to say how much I enjoyed the Tony Murray New Zealand cruising article in No 19. That is definitely my idea of what cruising should be! Lots of other interesting stories too, including the Carlo Desioleri sail in "Laguna Veneta" (are we sure that isn't "Lacuna").

I can imagine more than a few people will be sailing in his wake to Chioggia.

One person in who's wake I shall not be sailing is Ronald Vopel. As a club can we please stop leaving our yachts in Biscay?! Seriously. In calm conditions the photograph shows a superb jury rigged aerial, the

mast having been thrown away the previous day! The forecasted wind was strong but offshore, so no problem there. A jury rig with twelve or so hours of calm to rig it should be the equal of a third reefed main with storm jib. The ONLY reason to jettison a mast and rigging is if the conditions are TOO SEVERE to haul the same on board AND the mast is threatening to hole the hull. I have no doubt Ronald would still have his yacht today, and have gained a lot of personal satisfaction had he rigged and not called for help when it wasn't needed. Steve Turner covers earlier tacking problems with his comments on page 15 of the magazine.

NB. A commercial offshore towing vessel will have a six man (min.) crew, two on, two off and two for the towed craft if its crew are unfit, or decide to abandon the craft. *Running costs* for 3 days, 6000\$. That's without buying, mooring, insuring, and maintaining the £1m + vessel, considering the shore base office staffing, the fact that to be ready for your call means it sits in harbour on standby 60% of the time, and the owners would like to see a little profit somewhere! Not a rip off, but a professional service for those that need it, call out cost the same for a 10m\$ super yacht, a merchant ship or a Narai!

Reality was during the "rescue" all the crew abandoned the yacht, thus changing towage to salvage. Neglect then sank the yacht anyway. But I guess you could say, at least it was cheap.....

Cruising

Tiki 26 "ROOBARB AND CUSTARD" Cruising Brittany '92

TIM, HELEN and POLLY FORRESTER

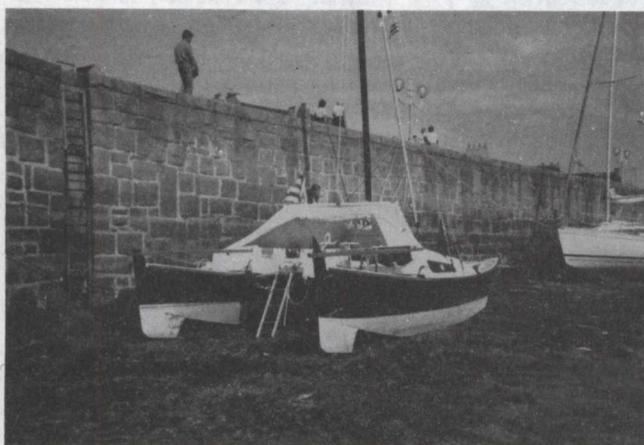
The best laid plans of mice and men gang aft agley, and it looked as if our long heralded cross channel cruise would fail to materialise. Having organised "mind-ers" for everything from rats to rabbits (including teenagers), a fire on the Roscoff Ferry and its subsequent cancellation meant that our crew, Colin, called off at the last minute. With a perfect forecast of a Northerly wind of force 3/4 we decided to go for it anyway. Sailing from the Helford River at lunchtime on Monday the 27th of July we were soon abeam the Lizard with full sail set on a dead run logging 6 to 7 knots. The joy of getting away sailing on this glorious summers day with the prospect of coffee and croissants in Roscoff the next morning was only slightly alloyed by the natural angst engendered by the rapidly retreating coastline and the prospect of the English Chan-

realised that we were in real danger of making our arrival in the dark - not a pleasant prospect on the rock-strewn Brittany coast. Dropping the main only slowed us down to 6 knots! The sun came up however to reveal the Isle De Batz and the coast laid out ahead across the brilliant blue Brittany waters. Having picked up a mooring off Roscoff to wait for the tide we feasted on bacon and eggs

a nice northerly breeze heading towards Lannion it soon became apparent that the wind was dropping and the visibility with it. The tidal streams off that coast are vicious so once the tide turned against us it was a waste of time trying to make ground to the East so an overnight stop in Primel was decided upon. Primel is a busy little fishing port with few yachting facilities. I'd anchored there in the past but was reluctant to again as the only suitable area is small and gets congested with yachts which then swing a long way



the good life



Roscoff

nel at night. Given the right conditions the 26 is a great little passage maker and by 1 am we had raised the loom of 3 of the French lights thus getting good fixing practice for Helen to back up our DR and give some confidence in our recently fitted electronic log. To our slight alarm we

are equally adjacent. Paying the paltry sum of £2 per night we were reluctant to move on after 3 days of beaches and bars but as the stated aims of the trip were to meet up with friends in Paimpol and visit the Isle De Brehat en route we set off eastwards on the Friday. Reaching off on

feeling well pleased with our 19 hour crossing.

Roscoff inner harbour is an excellent spot for the smaller cat. With a little deft manoeuvring you can tie up against the wall nearest the town, drying out on each tide. From our berth it was all of 100 metres to the cafes and restaurants of this lovely old town. Showers and toilets

due to the amount of anchor cable required to cope with the huge tidal range. Cats at anchor compound this problem by often lying to the wind whilst the other boats lie to the tide. Fortunately an enquiry of one of the locals revealed the existence of some visitors moorings where we comfortably spent the night without charge and watched the arguments amongst the latecomers as they crowded the anchorage.

After the compulsory coffee and croissants ashore we sailed from Primel at lunchtime to catch the east going tidal stream with the intention of making Brehat for the night. With a westerly 3/4 we went through the passage inside the Sept Isles like the proverbial scalded cat, making well over 10 knots over the ground. Although an experienced sailor I found the tidal rips, overfalls, and numerous rocks quite intimidating and the whole crew was pretty tired by the time we sighted the beautiful Isle De Brehat. Unfortunately I could not accurately identify the entrance passage so as

we were still charging down on a lee shore with a tired crew and a slightly rattled skipper I chickened out in favour of the well marked entrance to the river up to Lezadrieux. There are few more glorious feelings than reaching up one of these delightful estuaries in perfect peace after the rigours of hard passage. Lezadrieux is a standard yachty harbour which gets very busy, mainly with Brits. It is not a

well marked. We were locked into Paimpol by lunchtime and snugly berthed in the marina in the heart of that lovely town. This was a comparatively expensive stop as we were charged for 2 boats! The advantages were great also as it allowed us to clean up properly, relax and socialise with our French neighbours who took a keen interest in the Tiki. For Polly it was particularly beneficial as she made friends

westerly with dropping vis, just what we didn't need in mid channel. To make things worse the wind veered to the WNW and dropped away leaving an ugly swell and a headwind. There was no question of tacking west as that would have prolonged our time in mid channel so we made the best heading north and eventually tacked off Start Point at 0600. The beat west became a reach before it died, forcing us to motor for a few tedious hours on a glassy sea to reach Falmouth at 1800. A very tired but extremely satisfied trio unloaded the spoils and staggered off home, completely exhausted after the 31 hour flog back.

The icing on the cake for our summer came a week later when Helen and I sailed in the Falmouth Week multi-hull race. In a field of 7, 3 Catalacs, a Hirondelle (Dick Just), a Hinemoa (Mike Higham), and a Scirocco (Bob Evans), we finished first, 3 minutes ahead of Bob. It was a thrilling day as we reached speeds up to 12 knots in the midst of a 300 boat fleet. Polly dozed down below throughout!

Polly's Comments.

What I liked about our sailing holiday; I made lots of new friends and learned a little French. I like the bread that they made. We saw a turtle and a shark. My Mummy made me this big pocket with lots of other pockets in it for me to keep my toys and pens in so that I could reach everything easily and not be bored on the journey.

What I didn't like about my holiday; I felt really scared when the waves crashed against the side of the boat. On the way back there was only one thing about it that really bothered me, that was I was sick.



Paimpol

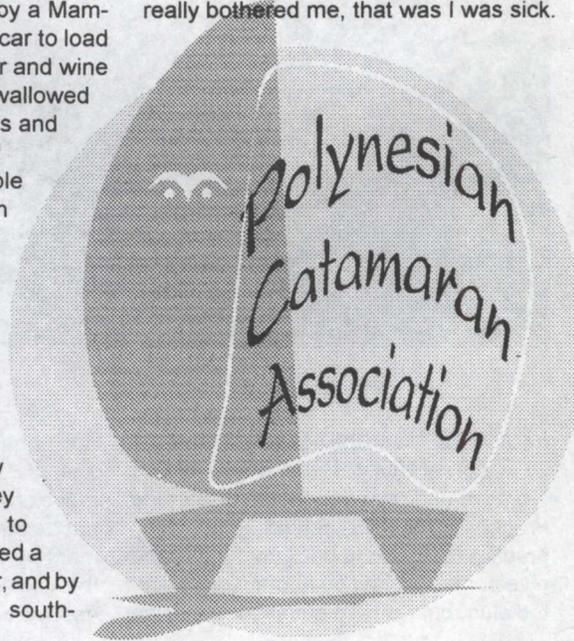
great stop off for the catamaraner. Marina berths are scarce and expensive and picking up a mooring on the trots in the river is a nightmare due to the speed of the stream. Locking into Pontrieux further up river I believe is much preferable.

After a lazy day in Lezadrieux, playing boules, drinking wine etc. we set off at 0600 on Monday to visit Brehat and then press on round to Paimpol. The Isle De Brehat is famed for its beauty and as such is very busy. Even as we entered Port Clos at 0700 the ferry traffic had started. We anchored for a pair of hours and truded across the island in the rain to find a cafe for some petit dejeuner. To my relief and Helen and Polly's dismay the rapidly rising tide obliged us to sail before any of the more exotic gift shops had opened. The inshore passage around to Paimpol is called La Trinitie and is both tortuous and scenic. In pilotage waters such as this I navigate with the chart in the cockpit and basically map read as I go. Imagine my consternation when having picked up my beer I looked back for the chart to see it floating off on the breeze. Luckily we had negotiated the worst part of the passage and the remainder was

and played away from the strict confines of boat and parents for a while.

We achieved the second aim of the trip on the Tuesday in meeting up with our friends Justin and Liz, and their daughter Immy and having a 3 hour lunch on the Tiki under the shade of the deck tent. This was followed by a Mammoth shopping trip in Justin's car to load up the Forrester's coffee, beer and wine stocks for the year (the Tiki swallowed enough beer to last us to xmas and we're still drinking the coffee)!

With a reasonable if not ideal forecast of south westerly winds force 5, becoming 4, we locked out of Paimpol on the Wednesday at 1100 to catch the north westerly going stream to set us out on the 120 mile leg back to Falmouth. Sailing north in light airs and blazing sunshine it began to feel like an easy passage in the making. The grey fingers of cirrus which began to creep up on the horizon heralded a change for the worse, however, and by evening we were in a soggy south-



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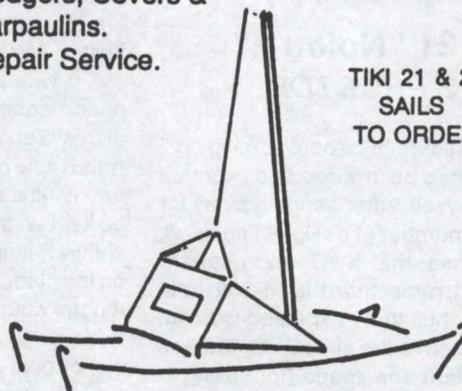
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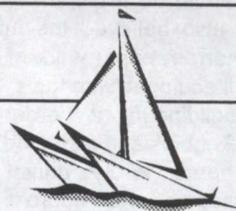
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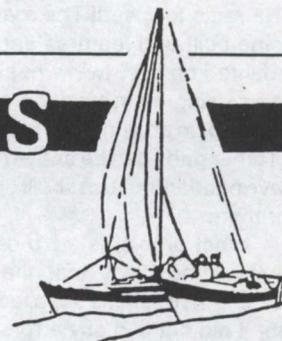
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Building

TIKI 21 "Nolan II" ROY G PROCTOR

In late 1989 "I felt a boat coming on"! This needed to be in wood and I wanted to build it myself. After sending away for details of a number of designs I decided, to my surprise, that a Wharram cat appealed most, rather than the 18-20ft. trailerable monohull that I expected to build. I was attracted to the shape, the method of construction, the speed (for sailing in the strong tides of the Bristol Channel) and the light weight. Ballast seems unprogressive stuff to an aeronautical engineer! As a catamaran comes to pieces, I thought there was a possibility of being able to handle all the parts on my own.

Early in 1990 the decision to "do it" was made and the plans ordered for a TIKI 21. The HITIA seemed too small and wet, the TIKI 26 just too big and expensive for a solo effort. I thought £3500 (or possibly £4K), would be required. How wrong I was. I also believed the man hours in the Wharram paper work of 3-400 as I was well equipped with tools, as well as used to building things. I ordered the cut ply from Robbins and expected to take 300 man hours. Wrong again! A record of expenses and man hours was kept throughout the project and is summarised in the attached tables.

The boat was to be well built and finished, and capable of assembly/disassembly together with sailing, by one person. Thus foresail roller reefing and a Navico Tiller Pilot were to be fitted. The Tiller Pilot introduced a battery and electrical system so the engine had to have an alternator. Nav. lights, echosounder and VHF radio followed! The road trailer was home built and features each hull being mounted on two, twin wheeled supports so enabling them to stand alone and be wheeled up and onto the transport trailer. All other parts can be carried by hand and have padded locations built onto the trailer for them.

What problems were encountered? Firstly I must say that the drawings / building instructions supplied were excellent. I did not find any errors. However it would have been helpful to have shown the inner cabin side doublers for the foresail sheet attachment on the cabin as-

sembly sheets instead of with the rigging sheets later on in the book. The result was to have to fit the doublers later as a "repair" (working on ones side inside the cabin), rather than incorporate them in the structure as the cabins were being built.

It was pretty much by chance in a phone conversation with Jeckells that I discovered that there was a zippable, removable mainsheet available. This feature is vital in my opinion if the boat is to be kept on a mooring. Also if roller reefing is fitted, long Genoa tracks are required on the platform sides of the cabins and full length doublers are required. It would have been helpful if the original paperwork could have mentioned all this.

The construction generally was quite straight forward although some of the ply parts were not to drawing, many requiring trimming and fiddling, including sticking pieces on to make them bigger! Things I would note now:-

1) Build proper vee stands to support the hulls during construction. The boxes as props as shown on the drawings don't work! Mine were on castors which was very useful to be able to move them about during construction. Only one vee stand per hull is required. Inverted tee supports were clamped to the sternposts as additional support in construction. Other stands were made to support the hulls



tiller pilot lever system

when they were inverted. These stands were well worth the small effort in their construction.

2) I built two wires up the (wooden) mast for a tricolour nav. light. I should have built in three wires (white light required when engine on!), together with a VHF feeder. The method shown of clamping up the mast with rope while gluing worked a treat, to my surprise! The family

were enlisted to spread all the glue in time and lots of wedges were used to tighten under the rope. (The wedges were the off-cut from the curved frame/deck stiffeners - never throw anything away!)

3) I found it impossible to make the gaff with the saw cuts to accommodate the bends as shown. After several attempts it was finally made from six laminations of + "wood.

4) The end bulkheads with the access hatches to the watertight compartments should be installed before the hatch surrounds are fitted. I fitted the hatches first and then found that pulling the hull sides round the curve on the bulkheads distorted the hatch rings so the hatches would not screw in the same locations. As, by this time, the decks were fitted I had a problem.

5) Assembling the beam flanges to the webs by tying with wire while gluing seemed impractical due to the time required to complete the joint. Also the flanges need to be offered up to the webs regularly while high spots on the webs and stiffeners were trimmed before gluing. I bought some steel sash type cramps so the flanges could be clamped up. 6 were purchased and large G clamps I already had used at the ends. This worked perfectly easily and the sash clamps proved invaluable throughout the rest of the construction, particularly the trailer.

6) I had a large number of small (2"to3") G clamps left over from my glider building days. These were invaluable and I strongly recommend any builder to obtain 10 or 20. Simple bent steel ones are quite adequate, the expensive cast sort are not required.

7)

Ages and ages were spent strip-

ping insulation from old wires to obtain copper wire for the ties. Not all has the right size inside! If you can beg a few off-cut of the sort of thick wire that joins the incoming mains to your meter, this yields lots of wire the right size with little effort.

8) Large amounts of epoxy resin and filler are used at stem and stern posts inside to form the large fillets. I reduced

the amount by stuffing wood offcuts into the "ice cream" as the fillets are made.

9) Putting the woven glass sheathing on became a problem. If the cut-to-size glass is put on resin wetted wood it always goes on squiffy, particularly if a large piece such as deck or hull side. Use of rollers for spreading resin on top of the glass was hopeless as it pulled the glass off again. Brushes were just too slow. Eventually I laid the glass onto the bare wood. Resin was poured out of the mixing pot straight onto the glass and spread about with a plasterers tool. This was quick, easy and effective. After a few hours the resin was set but not fully cured, the process was repeated with resin and thickened with microballons to fill the weave of the cloth.

10) Fillets of resin and filler were put everywhere such as under the shear stringers, at cabin to deck joints, at the edges of deck stiffeners, round the beam attach blocks, at the edges of the platform doublers etc. etc. Also all corners were rounded, such as deck edges and everything completely covered in glass. This included tops and bottoms of the beams and the tops of the platform parts. This was done to try to avoid weather and wear deteriorating the structure and so giving a long maintenance free life.

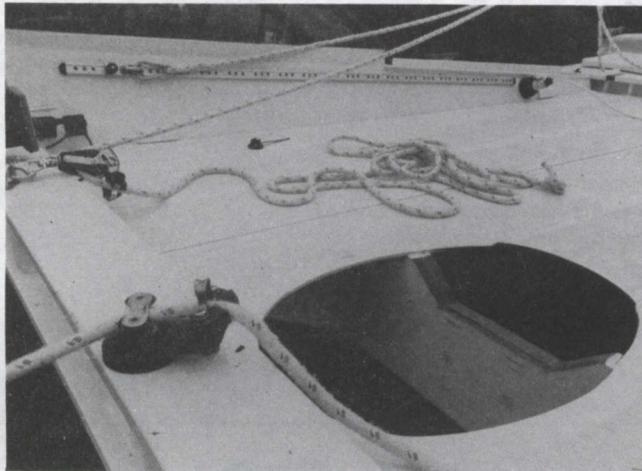
11) Sanding/rubbing down prior to painting took for ever! Various papers, some wet some dry, were tried. Eventually grit 40 sandpaper used dry was found best. An orbital sander did work but took ages and vibrated itself to pieces regularly. I finally purchased an industrial belt sander which was almost excessively effective. Even so, much hand work was required where the machine could not get in.

12) Painting was 2 undercoats of epoxy based paint (Coultriet M from Sigma) followed by 2 or 3 coats of 2 part polyurethane (SigmaDur gloss) all applied by brush. Although I have spray equipment I didn't use it as the mess produced is appalling and the garage would never have recovered! The finish would have been better though.

13) Non slip areas were created by sieving dried, fine builders sand onto masked areas immediately paint had been applied. When dry, excess sand was tipped or lightly brushed off before apply-

ing a further coat of paint on top of the sand. Finally, remote masking tape and paint out edge if required.

14) A mast raising kit was built. It consists of a beam to rest on the rear of the hulls with a rest for the mast when down. A special pole about 5' long goes over the mast near its base and supports the end of the forestay. The forestay is attached to a "handy billy" which in its turn is fitted to a dummy forestay bridge attached to the stem posts. The mast is prevented from falling sideways during raising by tying off the halyards to the cleats on the ends of the centred beam. The "special pole" is similarly stabilised sideways.



lowered engine mount

So what about the operation of the finished product?

15) The boat can be removed from its trailer and assembled single handed. It's a lot of effort though due to the large number of operations involved. The boat can be rolled into the water on its hull transport trolleys which are then unstrapped and lifted on board before being taken ashore in the dinghy.

16) My Tinker "Star Traveller" dinghy rests + inflated on the trampoline very well. 12 volt power for the electric inflator is provided from a socket on the cabin side. (This is the same as the one on the tow bar of my car so dinghy inflation can be from the car or on board the boat.)

17) The tillers fall into full lock if released with the boat stationary - very embarrassing. Bungies have been fitted between the tillers and the outboard cleats on the aft beam. These are essential and should have been included on the drawings (or some similar solution).

18) When operating the roller reefing, the halyard twiddles around the top of the forestay so jamming everything up. A

guide was fitted to the mast just below the halyard blind sleeve to keep it away from the forestay.

19) The engine cannot be used at full power due to prop cavitation. This is worse in rough water. The engine is OK according to the drawings. I have been able to modify the centre platform transom to lower the motor 2" without significant change to the size of the whole in the deck. It remains to be seen if this solves the problem.

20) Finding a suitable location for the trailing line log, where it can be seen and the line does not foul other bits and pieces, has been a problem. Over the winter I have made a small "hoop" of 22mm copper water pipe silver soldered to base plates to bolt to the rear beam (see photo). Like the motor mod, it remains to be seen if this will work OK.

21) The foldable tent over the platform and cabins is wonderful! It is fitted with a caravan awning light when it is dark.

So far weather and family affairs have prevented extensive use of "Nolan II". However great satisfaction was obtained through its construction. Such sailing as I have done makes me look forward to being able to extend her. I like the "lack of lean" and the quiet way she

slips through the water is pure magic! But I can't say her manoeuvrability in confined spaces is her strong point. Finally, had I really known what it would cost in time and money - I would have reluctantly decided not to do it! - so be prepared!

Tools. Apart from the obvious hand tools, the following were invaluable:-

a) Hand held jigsaw. Does nearly all cutting.

b) Bandsaw. Making small parts. Accurately cutting at angles and curves.

c) Bench belt sander. Quickly cleans up small sawn parts. Trims ends of longer parts simply and accurately.

d) Blower electric fire. To cook off glue in cold weather.

e) Hand held industrial sander. Fine sanding. (Could also be used as c) if a stand were available.)

f) Black & Decker "Powerfile". Minor trimming and shaping.

g) Hand held planing machine. Mast shaping and other rough planing. Also used to smooth up rough sawn triangular stock.

h) Lots of clamps!

Summary of time spent building "NOLAN 11"

		Hrs.
March 1990	Start	
Sept. 1990	Mast, tillers and 1st hull assembled	182
Nov. 1990	1st hull completed + centre platform	56
July 1991	2nd hull+beams+ outer platforms asmb.+ 1 hull glassed	335
Dec. 1991	Complete less paint & fitting out	189
May 1992	Painting, sanding and fitting out	248
	Trailer and fittings	70
June 10 1992	Launched!	
	TOTAL	1080

Average hours per month 38 Low month 2 High month 78

Summary of expenses (£ Sterling)

Wood, cut out ply, fastenings	150
Epoxy, glass and fillers	1100
Sails and reefing gear	877
Chandlery	1034
Outboard motor	460
Instruments/radio	447
Paints (heavily discounted) approx.	200
Safety equipment	220
Trampoline and tent	538
Furnishings (special shaped cushions)	220
Trailer parts and materials	629
TOTAL	£ 7225

Radio Control Yachting

PCA Team Racing!

One of the features at the 1993 London Boat Show was a central pool kept empty apart from buoys, and used for junior dinghy, and model yacht racing, using a bank of large fans for wind. As an RYA affiliated club we were invited to submit a team!

Chris Dunn was approached and his company **T.D.A. Consulting Group Ltd.** sponsored the team, supplying very smart polo shirts for the six competitors. Three yachts raced in each team, and in the first race our only "expert" James Ellison, Adrian Honeybill PCA editor, and Geoff Planner raced against Bath University Sailing Club. James ability with radio control was obvious and he romped home well ahead of everyone else, our other two team members coming in third and fifth putting us into the next round for the £500 club prize!

The team put forward in the evening were Bob Beggs (well he got a 1st in class in the Trans Atlantic Race), Scott Brown (temp. editor), and Nick Smith who had a stand at the show (KISS Marine, Osmosis specialists). None of the three had managed any hands-on experience prior to the show (*and it must have been pretty obvious to anyone watching! Ed*)

Two minutes practice and the race, against the Royal Lymington Yacht Club, was started. A number of collisions later, & having had to perform 360 deg. turns each time, Bob and Nick managed to lock their yacht together in the centre of the pool making it obvious they preferred Cats. Lymington were all across the line, and our bid was over.

If the Boat Show Organizers stage this racing again next year we must obtain some coaching in advance!

Thanks again to T.D.A.

The shirts

T-Shirts & sweats with the "eyebrow" logo & text as printed for the team are available. Ours were red with black but you could have others. They came out very smart!

A shirt with a graphic on is also available (see bottom of page 4). This can be a chest badge as above, or whole chest, favoured by youngsters & looks good on light T-shirt.

Have not been able to price p&p as this goes to press (1/2 hour) but prices inc vat, ex p&p are (£ sterling):

Type	this page	page 4
Sweat	11.55	12.75
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These prices are without collar, but they (rugby & polo) can be obtained also.

We would get extra discount for quantity, & will pass on! Order from Scott-Free (see advert Page 5).

Children's much less, ring or write.

Cat Corner

(or parts others cannot reach)

Isles of Scilly

DAVE HENDER

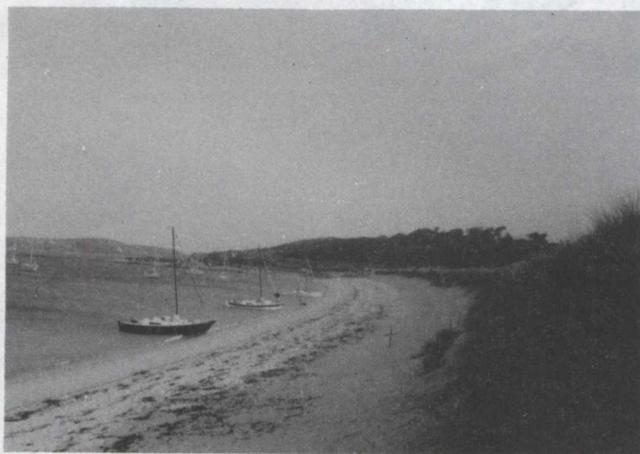
28 miles west of Lands End, this fabulous and compact cruising ground is well suited to exploration by Polycat.

Starting from one of the (comparatively) deep water anchorages such as New Grimsby Harbour or St Helens Pool, it is possible to visit every corner of these lovely islands, -but, -take it easy!

I found the best approach was to venture into new areas at low tide - the crystal clear water, and TIDDLES shallow draught meant I could "eyeball" my way from rock to rock. A large scale chart is essential, but take my advice, ignore all the pilot books - they are written by monomaran drivers in the belief that to be "safe" you need two fathoms of water under your keel(s). Read any of these and you will be frightened off Scilly for life!

Sooner or later, you will have to venture into the Metropolis of Hugh Town on St. Mary's for water and showers (on the Quay) or for provisions.

Hugh Town Harbour is the only anchorage in Scilly where a charge is made



Tresco!

(£6/day in '91). You could, of course, anchor in Porthcressa, south of the town, free of charge, and be rather closer to the centre of town. Porthcressa is, however, badly affected by any swell coming in from the Atlantic.

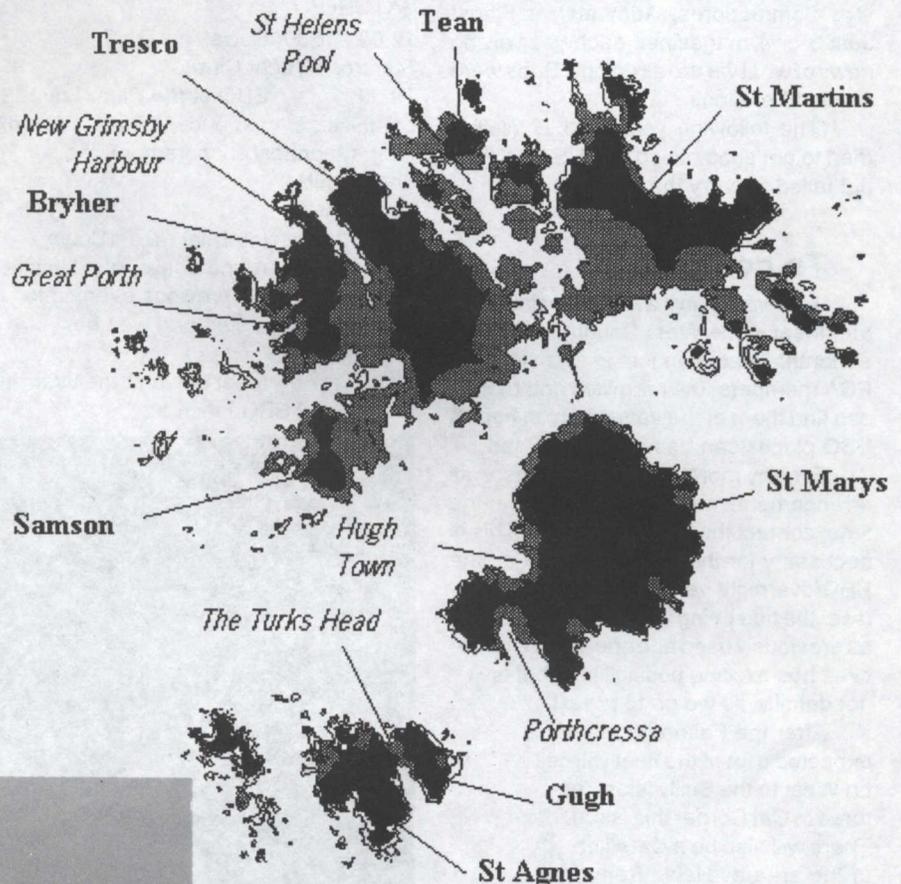
Some of the smaller islands are closed

to visitors between April & August to give the birds a chance! - Details are in the "standard guidebook" which is available on

all the inhabited islands & is recommended.

leaking Bill O' Brian design with a shout of "Well you can't sink here! Try Bryher!"

According to the islanders definition, there are fifty four islands in Scilly, and only five of them inhabited. During my last visit ('91) I spent two months there & only visited eight islands. I felt I had barely scratched the surface of this enchanting "Cat Corner".



Shelter from strong winds whilst among the islands is easy to find if you draw little enough, but beware being caught on a lee shore after the front goes through & the wind veers! (*Sounds*

like a story there Dave! Ed.)

One other hazard. - Tresco is privately owned - You will not be welcomed if you dry out on its many inviting beaches - especially in New Grimsby Harbour where the Harbour-Master is particularly zealous - I once watched him chase off a

A few of my best memories to whet your appetite.

- * Watching the sun set over the northern rocks from Great Porth.
- * Knowing that the day-trippers to Tean were soon to catch their boat home - leaving it all to me!
- * The pasties at the Turks Head on St. Agnes.
- * Managing to catch the Steam Band which only seems to do one gig a month, & always on a different island.

25 Years on! Special UK

The PCA

Had its first meeting in January 1968. Fifty people gathered, it was reported, and practically all voted for a "club", but, "No Commodores, Admirals, or Flags! Just 3 or 4 magazines each year giving news of what we are all doing." Subs were set at 10 shillings.

(The following year a Mr D Walker tried to get subs raised to ONE GUINEA, but failed to carry the vote.)

To celebrate

We are having a very special Summer Meet in the West Country, it will last a month! Boats can join in at any stage, PCA members, their families and friends can find them at the venues given here & BBQ places can be reached by road.

For any more details, or to check all arrangements are as planned nearer the time, contact the local organisers. This is necessary for the Plymouth Meet as the BBQ/overnight venue has yet to be finalised, the tide being wrong for Wacker key as previously used and one of the alternatives has exciting possibilities, but is not definite as we go to press!!

After the Falmouth Meet it is expected a lot of the fleet will sail on West to the Scilly Isles, featured in Cat Corner this issue. There will also be a Cat Pilot of the area available from Steve Turner or Scott Brown, during the Season.

RIVER EXE 24/25 July

SATURDAY

12.00 - 1800 Social meet off Starcross Yacht Club.

19.00 BBQ at the Club. Food organised at cost price, bring your own grog. Moorings/Anchorage off the Yacht Club

SUNDAY

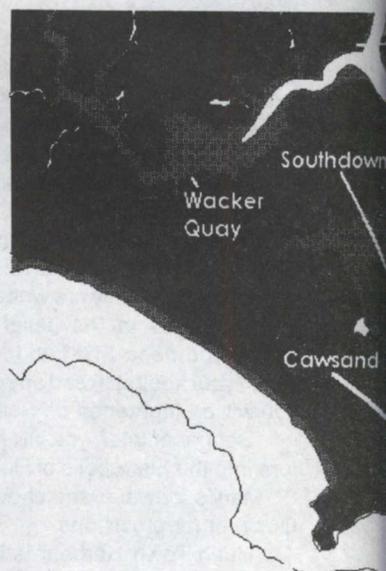
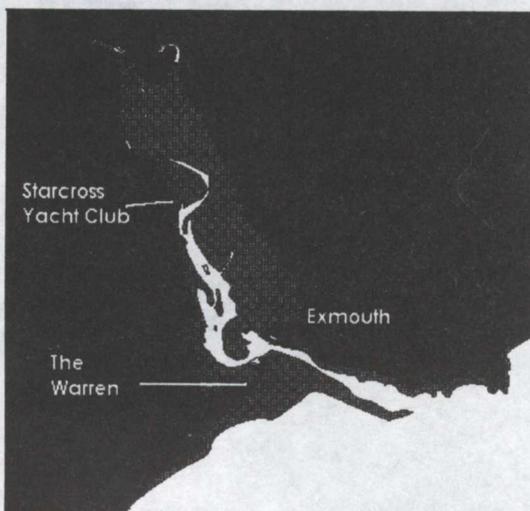
9.00-12.00ish Informal race. (Down river, into bay, round bouys, etc. Details to be determined previous evening to suit those interested and weather conditions.)

12.00 Meet down at the Warren for informal BBQ lunch etc.

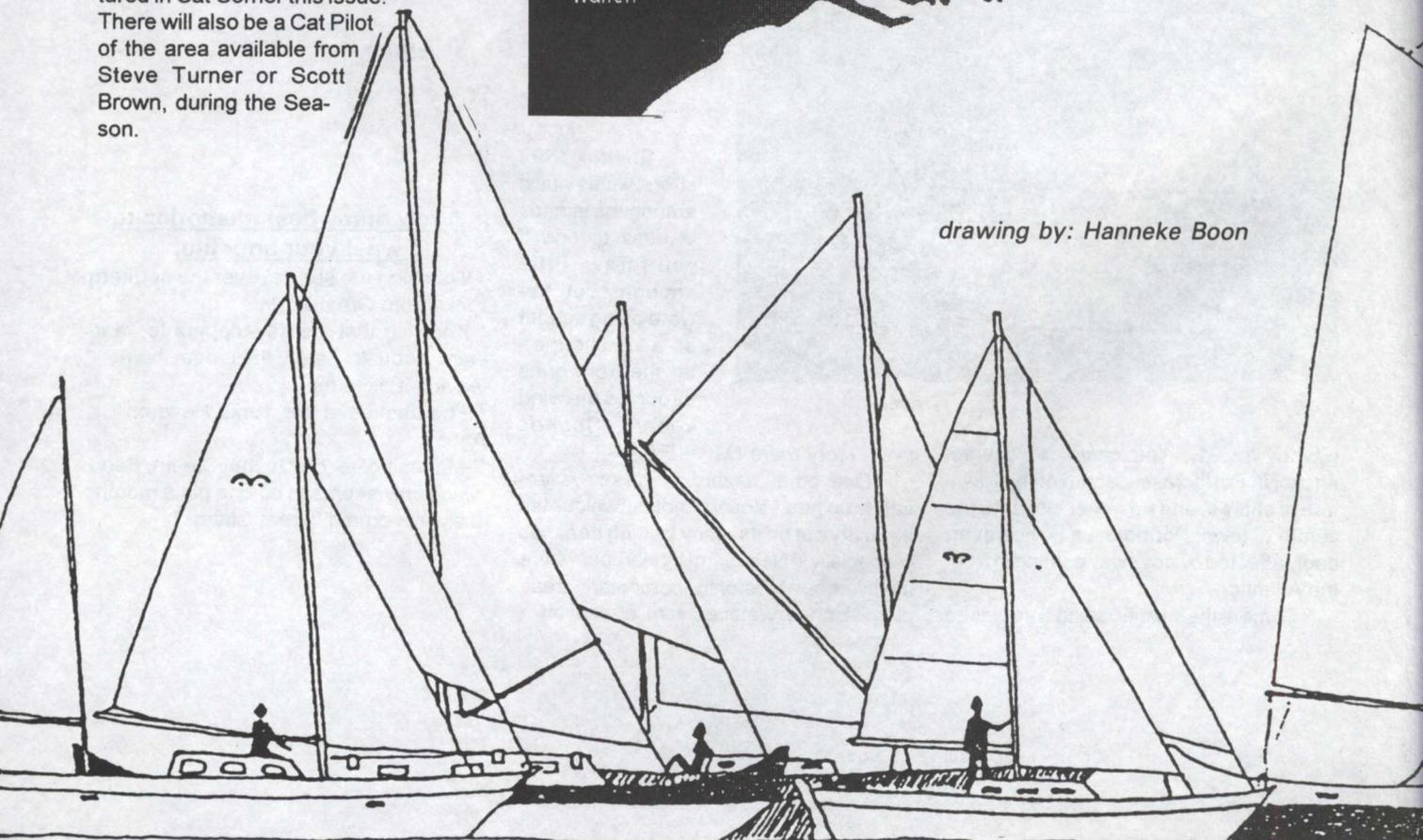
MONDAY

Sailing on toward Plymouth for those lucky enough to not be working!

Contact: Chris Sands 0392 833258



drawing by: Hanneke Boon



West Country Summer Meets

PLYMOUTH

31st July/1st August

SATURDAY

- 12.00 Raft up in Cawsand Bay
- 14.00 Tiki Racing in the Sound
- 17.00 Mass sail to Overnight Spot
- 19.30 BBQ at above.

SUNDAY

- AM Admiral Sail to Drakes Island
- Lunch Picnic on Island
- 15.00 Tiki racing in the Sound

MONDAY

Cruise in Company towards Falmouth

The Plymouth meet follows the pattern of many previous successful meetings. Cawsand on the west shore of Plymouth Sound is a small Cornish fishing village, the boats will raft up off the beach & members attending by land will be able to join the fleet there. The BBQ site will also be accessible by road.

Contact: Steve Turner on 0752 822846

FALMOUTH

7/8 August

SATURDAY

1200 Meet up in Falmouth Harbour
Either anchor off Custom House Quay or berth on the visitors marina or the visitors pontoon. Get together in the Chain Locker (Custom House Quay) for lunch and briefing.

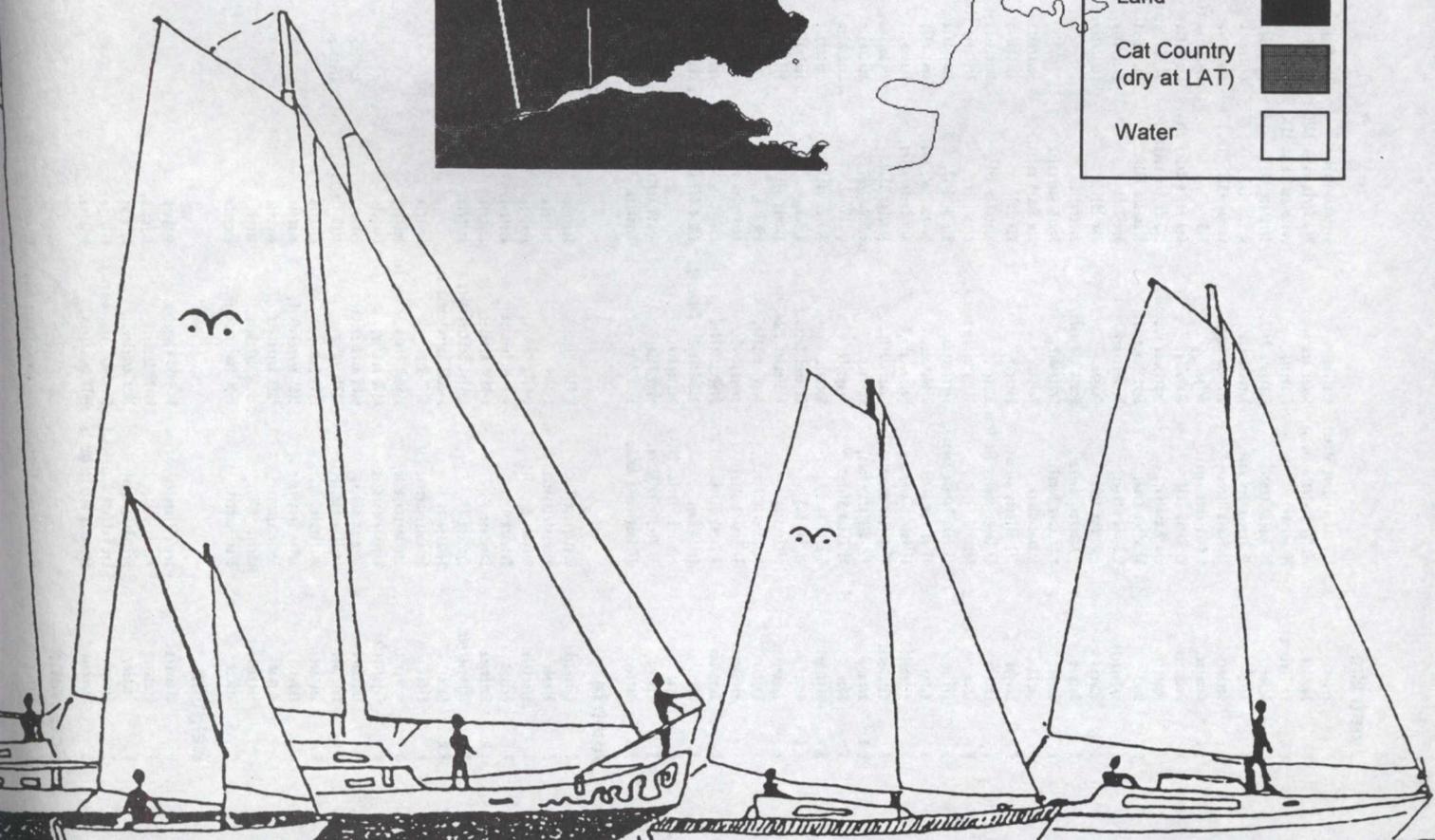
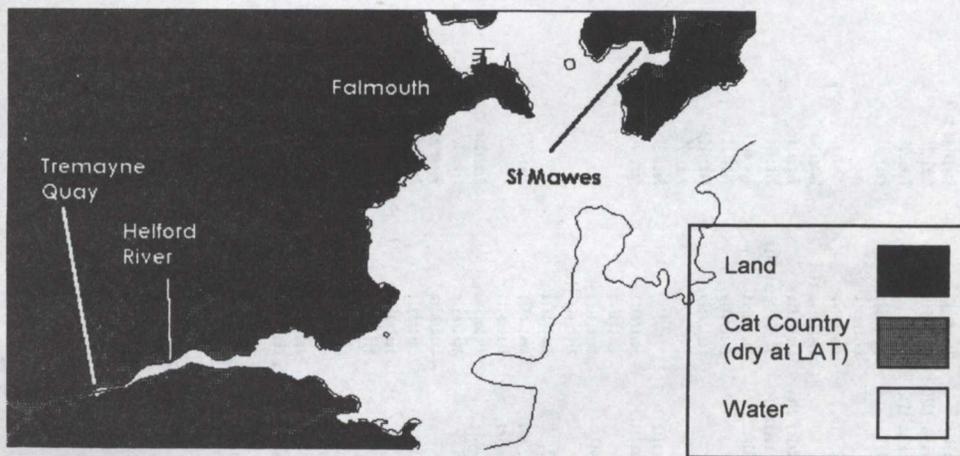
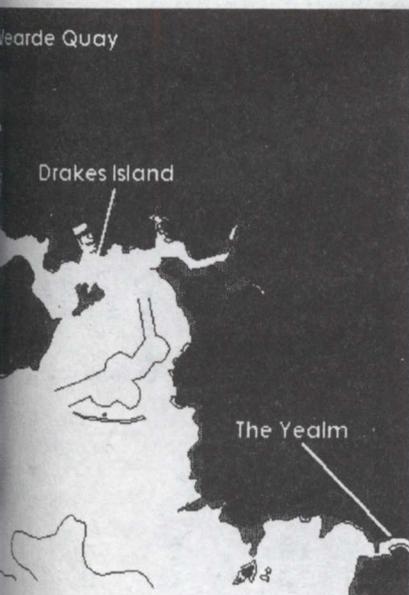
1400 TIKI race in Carrick Roads to finish at St. Mawes.

1600 Pursuit race for all to finish at Tremayne Quay (Helford River) for BBQ and overnight stop (camping possible).

SUNDAY

1800 Sail on the tide for cruise in company Scillies/Brittany.

Contacts: Tim Forrester 0326 375087
or Nigel Mogg 0872 865983.



Australia

P Allen 125 St. Killian Street, Bendigo, Victoria 3550
P Baillie Bondi Beach, New South Wales 2026
B V Ballantyne 90 Box 44, South Australia 5582
L Bennett Biggate Hill, Brisbane 4101,
J Bern 27 Jones Street, Brisbane 4101,
C B Corbett 26 Bridgeview Road, Yarravarrah,
A B Cummins 25 Saxon Street, Clifton Beach,
R Doulot 43 Mealaena Court, Weipa,
J Doherty c/o Numbulwar, 43 Bocks Road, Australia 4874
C Dyer 67 River Road, Homelands Council, Australia
T Galbraith 5 James Street, East Devonport, Tasmania 7310,
J Gaulten P.O. Box 169, 5 Jones Street, NSW 2282
K Bofaan 1 Mahogany Avenue, Weipa Qld 4874, NSW 2034,
P Hooper 1 Coorara Court, Craignore, South Australia.
K R C Joske Zandaad Close, Valla, Australia,
M Lowe 2/2 Mildred Avenue, Horsey, NSW 2077,
S Mills 87 Lower Somerville Road Baxter, Victoria 3911,
A Milne 15 John Batman Avenue, Unit 12, 14 Osborne Avenue, Australia.
D Mitchell 13 Harvey Street, Werrington, Australia.
E Mitchell 64 Novack Avenue, Queensland, 4680
C R Moon 47 Miller Street, Querry Hill, New South Wales, Australia
D Mosa 102 Wallarah Road, Goroan, N.S.W. 2263
B Morschel 86 Indus Street, Campbell, Q 4152
B & M Mess P0 Box 502, Goroan, N.S.W. 2263
G Pinkerton C/Cloverdale, Raymond Terrace, Australia
S Porter 16 Kennedy Place, A Browns Road, Victoria
B Rasmussen 11 Praser Street, Bayview 2104, NSW
C Reynolds 8 Karen Place, Emerald Qld., Australia 4720.
R Rennery Salad Days, McQuarie St. Moggerep, NSW
G Ryan c/o P.O. Repton 2454, Australia,
K Varres 35 Crestview Place, Wynn Vale, South Australia, 5127
B A Witte 77 Summerless Road, Tasmania

Austria

G Bobretzky Getzgasse 138, A 1180 Wien, Austria
P Dimeel Wiederfeldgasse 32, A-2004 Austria
E Drossler Kastner Str. 140, A-6712 Thuringen, Austria.
B Filips Talach 137, A-9121 Traunach Austria.
B Hartmann Hauptstr 6, A-8650 Kindberg Austria.
T Hasenberger Gattera 70, A-4784 Schardenberg, Austria.
M Koch Passagasse 4, A-2282 Obersiebenbrunn, Austria
P Rican Rosensteingasse 73/5, 1170 Wien Austria
H Wehrleer Gochestrasse 1b, A-8600 Bruck an der Mur, Austria
M Palantorfer Wankhaerstr 16, 4800 Althaus, Austria.
K Reinhard Bornitz 372 A, 6465 Hasereith, Tirol, Austria.
G Roeschal Amisbachweile 119, 123/4/10, 1160 Vienna Austria
P Suttner Northgasse 9/2/5, 2500 Baden, Austria
H Thomas Anton Reinerstr 6, 2484 Weigelsdorf, Austria
B Weingard Ludischgasse 5, 7053 Bornastein, Austria,
G Weingard Mohrstr 19/A, A 5020 Salzburg, Austria
C Wilder Baum-Sachstr 15, 2514 Traisbirchen, Austria

Belgium

V Clausen Bevrjidsgraele 20, B- 2950 Espellen, Belgium.
J Grassart Rue de Sclage 20, B1670 Bousval, Belgium.
G Hockley Bultbergstraat 11, 3078 Meerbeek, Belgium.
L Janssen Rue Perand Donhaive 6, B - 5002 Saint Servais, Belgium.
L Jonckers Konigina Astridlaan 16, 3010 Kessel-Lo, Belgium.

Botswana

I Parrey c/o Kgalegadi Breweries. P O Box 631 Gaborone, Botswana.

Brazil

B Vollrath Caixa postal 259, 89001 Blumenau, Santa Catarina, Brasil
Tiki 21 Tiki 21
Pabi 31 Pabi 31

Brunei

P & A Keeble Cibit Level 2 Desa Com-plex, Sgg 6, Jal Batu Bersurat, Jln G- adong Bandar Seri Begav-

Canada

D Absalon 62 Cassander Crescent, Brampton, Ontario, L6Z 1Z2, Canada.
P J Burda RR#2 Corawall, Prince Edward Island, Canada
C Bond 207 Route 138, Ragueneau, Quebec, Canada G0B 1S0
M Bmail 13 Deerlane Road, S.E. Calgary, Canada
U Happe 62 Rue Carrier, 6W 5W7, Quebec, Canada
G Jaggers 511, Bell Road, Qualicum Beach, British Columbia, Canada
K Leitner 2716-18 St W.W., Leitha, Canada T2M 3Y8.
T McMurray 401-325 Howe Street, Vancouver B.C., Canada
G Miller 376 Ancienne Rte 6, C/P 4, Port Daniel, Quebec, Canada G0C 2W0
B Shields 47A E 37th Avenue, Vancouver, BC V5Y1B9, Canada
T Webb 10411 Seaford Place, Richmond, Canada V7A 3Z1
G Wrakler 5079 Morris Road, NW Calgary, Alberta, Canada T2K 5K6.

Denmark

O Beutona Kulgernesvej 19, 4653 Farise, Denmark
T Bo Hansen Sogarsvej 4 A ST TV, 2800 Gentofte, Denmark
E Dangsgerd Isaack Rybakkevej 5, DK 2791 Dragor, Denmark
H P Hansen Aesrigade 22 St Th 2200 Kobenhavn N, Denmark
P Pedersen Peastenevej 42, 8300 Odder, Denmark

Eire

P Douglas University College Cork, Cork, Eire.
A Giehl Letterlickey, West Bantry, Co Cork, Eire
T O'Keefi Mellitostown, Kinsale, Co Cork, Eire.
K Quinn 16 Sycamore Park, Pinglas, Dublin-11, Eire
S Walsh 1 Coolrane Estate, Mayrostone, Limerick, Ireland
D B Whyte 57 Ballymore Road, Rathfarahan, Dublin 14, Eire.
L V Wilson Arundel Seapoint, Dublin 14, Eire

Finland

A Best Dunkley Pihlajatie 3A2, 00270 Helsinki, Finland
K Kiviloto Jokivaara, 03600 Harkkila, Finland
H Nurto Siainisfonic 11, 01940 Palojohti, Finland.

France

P Bliss-Delphy c/o Madame I Delphy, L' Antinea, Avenue de- La Corriche Fleurie 50, 06200-Nice, France.
Y Botrot Le Gue-bord, Bray en Val, 45460 France
J & D Beloune Belleville 74660, St. Valery en Caux, France.
J Beveria 06 Allée des Griottes, 95160 Montmorency France.
E P Hoff 32390 Gavrret, sur Aulouste, France.
G Durand 17 Ohe, 28150 Viabou, France.
Y Perrot Rodivy 'Aurore' 29450 Sizun, France.
Y Girard Azac, 86350 Ussun du Blou, France.
A Horne 26 La Vigne Av Chat, Saunery, 01220 Bivonne Les Bains France.
Y Prat Parc Meul, Lonsannec, 22700 Peron Guirec, France
M Preichl, 68, Boulevard Albert-ler P-44600 Sant Nazaire, France
Pries 47, Rue Ledru Rollin, 30300 Beau Claire, France
A D C Zenoife SP 91513, 00241 Arcees, France

Germany

I Beier Ringstr 1, 5439 Girmenroth, Germany
R Benner Lutdenbagger Str 10, 2324 Kakiol, Germany
P Kraedemeyer Pries Leopold Str. 5, 1 Berlin 38, Germany
P Cleve Gymnasium Str. 3, 6470 Biedingen, Germany
B Bilcher 5482 Graficha St 5, Altech 16, Germany

Switzerland

K	Eicher	Geissas steinring 41,	Switzerland	N	Garrivick	C/O Waverley	Bowley,	Mr. Ashburton,	Devon.	Pabi 31
A	Jacot-Descombes,	Florence Roost	20% Maria	H	Garrivick	c/o Mrs. Dileviation,	Waverley, Bowdley,	Mr. Ashburton,	Devon.	Pabi 31
T	Muller	Basel Weg 7,	Switzerland	P	Carter	4 Chadel Lane,	Linwood,	Lincs.		Harai Tri
A	Zwahlen	CH 5012 Soneuwerd,	Switzerland.	P P & M	Castle	The Old School House,	Linwood,	Lincs.		
M & E	Preischi	CH - 1206 Beave,	Switzerland,	C	Chapess	Jakaarta,	C/O PPO,	King Charles Street,	London SW1A 2AB.	
		1786 Sugier,	Switzerland,	J	Chapman	19 Pentley Park,	Welya Garden City,	Hertfordshire.		

United Kingdom

T R	Adams	18 Wake Green Road,	Birmingham	Pabi 26	Crawley	5 Greyhades,	School Road,	Old Bristledon,	Wiltshire.	Bitia 14
R T	Adams	20 Riverside Park,	Haable,	Harai ak 4	Crew	Mineslope Cottage,	Upper Cwmbrian,	Gwent.		Pabi 42
P B	Alibous	5 Sunybank Court,	Swanage,	Tiki 21	Croftis	16 St Bernards House,	Book Road,	Sarbiton,	Surrey	
H	Allexander	Applidene,	Petchan,	Tiki 21	Crook	20 Sandhills Cresen,	East Barton, Wool,	Wharham,	Dorset	
K	Allan	36 Mayham Road,	Granthook,		Cross	Luna Cat One,	c/o Posse Quay,	Hillbrook, Mr. Torpoint,	Corwall.	
V B J	Anderson	8 Linday Close,	Tregrehan Hills,	Tiki 21	Devis	27 Old Wokingham Road,	Crowthorne,	Berks.		Tiki 26
P & M	Anderson	Bove of Alforsk,	Garrie,		De La Rue	21 Highcliffe Close,	Portsmouth,	Southampton,		Bitia 17
G	Anderson	28 Lankelly Lane,	Povey,	Tiki 26	Deakin	80 Gordon Avenue,	Portsmouth,	Southampton,		
A B	Arnston	81gfield,	Swy, Mr. Lyanagton,		Douglas	97 Meadow View,	Potterspart,	Toucester,		
S	Armit	Bankhead,	Swy, Mr. Lyanagton,		Dove	54 Paston Lane,	Paston,	Peterborough.		
J	Ashurst	76 Manchester Road,	Carlisle,	Taneae	Dover	Brackenkield,	Brackenlands,	Diagwall,	Ross-shire	Tiki 26
B	Ashtat	Church Lane,	Vis. Stockport,	Tiki 21	Dryden	18 Airedale Terrace,	Skipton,	H. Yorkshire		
J & G	Atkinson	12 Spunburn,	Mr. Cirencester,	Bina	Dunmore	2 Church View Close,	Melton,	Hoodbridge,	West Yorkshire.	
H	Attenbrow	4 Welch Close,	Rowlands Hill,		Dunstan	26 Augusts Close,	Brenford Dock,	Middlesex.		Oto
P	Bailey	12 Kilmaine Road,	Becles,		Dunstan	20 Walker Street,	Ravenshorpe,	W. Yorkshire.		
J	Beabridge	83 Buxton Road,	Havich,		Dunstan	4 Bourne Rise,	Collinbourne Ducis,	Marborough,		
R B	Baras	55 Bickley Road,	Dorset,	Tiki 26	Dunstan	2 Helton Court,	West Denton Park,	Marcastle upon Tyne.		
P C	Ball	1 Whitehall Farm Lane,	Leicestershire,	Taneui	Dunstan	19 Ash Grove,	Orelli,	Leicester.		
S	Band	Middle Park,	Leicestershire,		Dunstan	9 Lynton Road,	Thorpe Bay,	Essex,		
D	Barter	8 Vicars Close,	Middlesex		Dunstan	The Beeches,	Balton Lane,	Essex,		
I	Barlow	34 Ivyhouse Drive,	Leicestershire,		Dunstan	25 Hawthorns,	Leigh-on-Sea,	Essex,		
P	Barlow	Quarry Cottage,	Surrey.	Tiki 26	Dunstan	51 Cherriton Road,	Wicheter,	Bampshire,		
A	Barlett	Kingstone Cottage,	Tonghan, Mr. Parahan,		Dunstan	27 Crawthorne Crescent,	Beighton,	Palmouth,		
A	Barlett	Kingstone Cottage,	Tonghan, Mr. Parahan,		Dunstan	Rose Edjous Cottage,	Budlake Water,	Wiltshire.		
D	Bates	71A Poyle Road,	Witban, Mr. Parahan,	Tangaroo Mk. 4	Dunstan	P8 22 Chalam Grove,	Withington,	Manchester,		
D	Bates	The Grove,	Witban, Mr. Parahan,	Tiki 21	Dunstan	45, Ladywell Road,	Tweedmouth,	Berwick-Upon-Tweed,		
J S	Bea	50 Gloucester Road,	Bristol,		Dunstan	The Laurels,	High Street,	Barley Hoyston,		
R	Beggs	11 Phillimore Street,	Bristol,	Tiki 26	Dunstan	Cliff Cottage,	Green Lane,	Portreath,		
R	Beggs	Top House Farm,	Burn,		Dunstan	24 New Road,	Shoreham-by-Sea,	West Sussex,		
L J	Bemellich	1 South Molton Street,	Burn,	Pabi 42	Dunstan	16 Upland Road,	Scotstown,	Glasgow,		
T J	Benson	19 Oliver Lane,	North Devon.		Dunstan	43, Hopkins Close,	Borranemonth,	Dorset,		
H J	Berryman	34 Hornford Way,	Buddersfield,		Dunstan	Everleigh,	Post Office Road,	Little Plumstead,		
H	Bignell	59 Kingsstone Crescent,	Essex,		Dunstan	92 Holland Road,	Haidstone,	Kent,		
C	Birch	Weyport,	Essex,		Dunstan	51 St Peter Court,	Tolworth,	Kent,		
S	Blackman	20 Oban Drive,	Essex,	Tiki 26	Dunstan	57 Cherriton Road,	Tolworth,	Surrey,		
C	Blair	5 Laurel Place,	Pembrokeshire, Dyfed.		Dunstan	C/O Trevilling Roats,	Trevilling Quay,	Bradford, Quay Lane,		
R G	Blake	Billbrook Middlewood,	Cheshire		Dunstan	10 Brissenden Close,	Upton,	Rochester,		
P B	Blossfield	Mr. Lancaster,	Corwall.		Dunstan	18, St. Peters Close,	Bavertry,	Northants,		
J	Bowden	9 Capel Close,	Corwall,	Tangaroo	Dunstan	Proflands,	St. Veep,	Lostwithiel,		
W	Bradley	c/o 30 North Street,	Essex,	Harai	Dunstan	15 Southlands,	Salford,	Northumberland,		
K	Brady	54 Laddesdown Road,	Essex,	Raka	Dunstan	163 Old Perry Road,	Saltash,	Manchester,		
V S	Broadley	2 Pairway Close,	Essex,		Dunstan			Corwall.		
D	Brooman	40 Paraworth Road,	Wiltshire.		Dunstan					
S	Brown	'Rayo'	Wiltshire.		Dunstan					
S	Brown	Torpoint Yacht Harbour,	Staffordshire	Tangaroo	Dunstan					
A	Buchanan	Llangraon	Dyfed	Tiki 21	Dunstan					
M R	Back & Waring	'Madona'	Powys	Tiki 26	Dunstan					
J	Baras	76 Bridge Street,	Herefordshire,		Dunstan					
R	Barton	28 Worscombe Bend,	Devon.		Dunstan					
A	Batcher	Draynes Lane,	Corwall		Dunstan					
J	Batler	89 Sheer Road,	Surrey		Dunstan					
J	Betterfield	Bedge Log Corner,	Wragthorpe,		Dunstan					
J	Batterworth	Barley Stambars,	Benwood,	Tiki 26	Dunstan					
P	Cammidge	5 Robert Street,	Liskard,	Tangaroo	Dunstan					
A	Carpenter	5 Cliffs Buildings,	Somerret.		Dunstan					
P	Carr	6 Marine Terrace,	Rosshire,	Tangaroo	Dunstan					

Racing

Boxing Day Race

NIGEL MOGG

The Boxing Day Race is something of a Falmouth tradition. It is not so much a serious competition as an excuse to give as many people as possible as much fun as possible in whatever motley assortment of craft are still in commission. Being a merchant seafarer, I am seldom home at Christmas and had never before taken part. This time, not only was I in the right place at the right time, but my Tanenui was laid up on the beach in Penryn River and floating on every tide. The idea was bounced around amongst friends who have sailed aboard "Kia-Kia" over the past few summers and met with much enthusiasm. A phone call from Tim Forrester, who was her previous owner, asking me to crew aboard his TIKI 26 settled any possible doubts. We figured that we should be able to muster enough able bodies to man both boats, and set about reinstating gear which had been taken ashore for the winter. Even local daysailing in winter, with such short hours of daylight, and possibly harsh conditions, required almost as much preparation as a summer cruise with overnight passages. Navlights and torch batteries were high on the checklist.

Anticipating that the Christmas spirit would not be conducive to an early morning start, we decided to shift cats into deep water beforehand. Christmas eve saw settled weather and a well established high promising more of the same. A trip to the supermarket for mince pies and Christmas cake completed the storing. Rob and Spike were to be crew for the trip down river. Spike, at nine years of age, is acknowledged master and chief engineer of the "Stuart-Semturner" ("It turns sometimes") motor launch which was to provide our transport back up river. "Kia-Kia" was well fendered in her beach berth with old car tyres, so we paddled, sculled and quanted through a spiders web of stern lines to deposit them on the counter of a friend's smack.

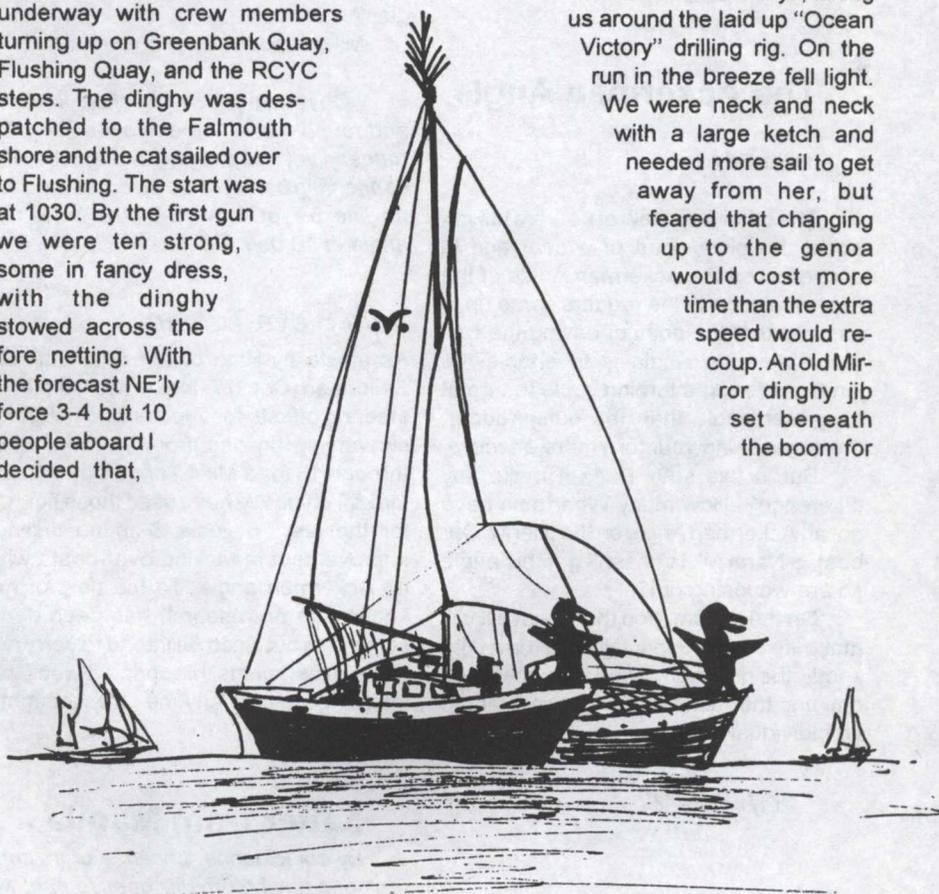
Motoring down to Falmouth on the early morning tide, launch in tow, was peaceful, dark, but not too cold. A huge white luminous cross stood on the hill above Flushing. Nearby coloured lights

depicted an equally large Falmouth working boat sailing across the hillside. At sealevel a ketch moored in Falmouth wore a string of lights, masthead to masthead, stern to stern. With "Kia-Kia" on a safe mooring where she would remain afloat at all states of the tide, a little Spike magic saw us happily motoring up river in the launch.

The morning of the 26th saw tired and socially confused sailors emerging from beds, sofas and beneath piles of wrapping on floors all over Cornwall. Most had wisely abandoned their cars and elected not to drive home. Some could not remember where they had parked. By 1000, "Kia-Kia" was underway with crew members turning up on Greenbank Quay, Flushing Quay, and the RCYC steps. The dinghy was despatched to the Falmouth shore and the cat sailed over to Flushing. The start was at 1030. By the first gun we were ten strong, some in fancy dress, with the dinghy stowed across the fore netting. With the forecast NE'y force 3-4 but 10 people aboard I decided that,

long tacks across the harbour, pleasantly free of moored yachts and put the kettle on. Tim was up amongst the leaders in "Roobarb and Custard". This was due to the superior performance of the lighter TIKI 26, or perhaps the windage of the Christmas tree at our masthead had something to do with it? Noticing that the prop was dragging, despite the outboard being lifted, some live ballast was shifted forward to alter the trim. Soup appeared from the galley, Paddy handed his hip flask around. We settled for a good race with the larger cruisers, leaving the IOR racers to Tim.

The course was out to the Vilt and Governor buoys, taking us around the laid up "Ocean Victory" drilling rig. On the run in the breeze fell light. We were neck and neck with a large ketch and needed more sail to get away from her, but feared that changing up to the genoa would cost more time than the extra speed would recoup. An old Mirror dinghy jib set beneath the boom for



race or no race, the genoa would be a bit much to handle. We were manoeuvring under main and stays'l avoiding the worst of the congestion at the Flushing Sailing Club. Most of the crew knew each other, the majority had sailed "Kia-Kia" before, but not all at once! The teamwork seemed to be working well and as we made our final approach to the line, up went the Yankee. The fin keeled monohulls used their much better manoeuvrability to advantage and disappeared down the fairway in a series of short tacks. We took two

a watersail gave us the extra fraction of a knot.

A pair of figureheads were in order for the finish. The ladies were well wrapped up against the cold, but Paddy and David had a pair of blackbird costumes (ex Flushing carnival). Perched one on each bow they made vigorous wing beats as we approached the line, then collapsed across the upturned inflatable at the sound of the finishing gun.

After the race "Kia-Kia" lay on a borrowed mooring dressed overall with the largest available red duster on a back-

stay whilst the crew repaired ashore to the Working Boat Bar of the nearby Greenbank Hotel. There David Carne, grand organiser and master of ceremonies presented prizes, including last boat home, first Father Christmas across the line, worst dressed crew, and one for the gig which beat the lot of us by rowing directly to the windward mark! Pasties were on the house and a hat was passed around collecting towards the running costs of local youth sail training vessel "Hardiesse".

Letters

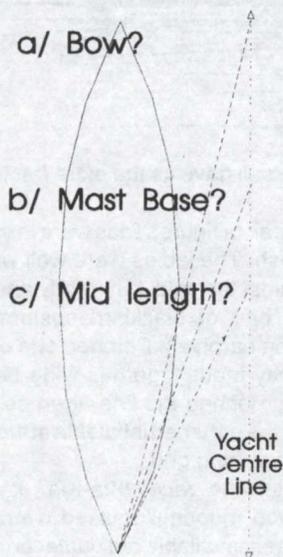
The Ackerman Angle

Dear Ed.,

The other day a few of us were talking about the pivot point of a boat and in conversation the Ackerman Angle of the tiller in relation to the rudders came up. I assume that the point of having the correct Ackerman Angle is to enable the inner rudder on a turning circle to turn at a greater angle than the outer rudder, thereby making your turn more effective.

But is this so? Does it make any difference? How many Wharrams have got an Ackerman Angle on the tillers? Our boat, a Narai Mk1V, hasn't got this angle so are we losing out?

On the assumption that to have it will make life easier, especially when in a tight spot!, the question asked was how does one find the Ackerman Angle relevant to an individual boat.



I know that to get the Ackerman Angle with a car, you take a line from the pivot point of both front wheels to the middle of the rear axle and that will give you the angle of the steering arm. However in order to get the Ackerman Angle in relation to a boat, using a piece of string, would you a) take the line from the pivot point of the rudders to the centre of an imaginary line from prow to prow or b) to the mast base, or c) an imaginary line from the centre of each hull?

Can somebody with some knowledge about this please throw light on it, and does it affect performance enough to have us all out there with our balls of string, muttering about Ackerman Angles?

Mike Woods "Shauri-ya-Mungu"

(On reading this I checked Mannini and found that a line extended from the rudder pivot and passing through the tiller connecting bar pivot would cross the centre line 5 feet forward of the bows, an angle of 10 deg. Ed.)

from Steve Turner

An article by Hina owner Skip Blair for Sailorman Dec.'77 included a table of steering offsets for various sizes of Classic varying (in deg.) from 12 for a Hina through 13 for a Mk 4 Tangaroa to 10 for Oro & Tehini. We have used these figures for the last 15 years & found distinct improvement in tacking over boats with no Ackerman angle. To the best of my knowledge no research has been done since then but Scott & I intend to carry out some experiments this spring & would be interested to hear anyone else's thoughts on the subject.

Letter from Manila

By coincidence, because of its content, one day before this goes to print we have received a long letter from Glen Leister who takes a number of other "club" magazines, for example "Kitplane", and would like to see....

...a section devoted to answering the questions (non-editorial in nature) of interest, of inquiry, or of general concern to their readership. If you think this idea has merit, please consider my questions for publication.

Q1: What are the classification requirements for marine & exterior ply?

Q2: Living in the Philippines, I have great difficulty obtaining appropriate

woods, including ply, for building. The locally made marine ply is reportedly full of voids, no red & white stock exists, West System is special order! How, when and where can one substitute materials?

Q3: Where are the areas of reported pirate activity, say within the last 2-3 years?

Glen Leister, Manila P.I.

Put pen to paper all you knowledgeable people, and we shall publish replies in the next edition, + more of Glens "Q"s.

WANTED

Two Wooden Masts (Tangaroa) Main 30 foot. Mizzen 26 foot. Must be fairly cheap as money limited.
tel: Gerry Rogers 0495 751416

Couple wish to share expenses / charter in Caribbean or US east coast. Have built and sailed Hina. Registered Nurse / Firefighter in mid 40's.-Tom & Clare Vetter, 925 E. Second St., Maysville, Ky. 41056 USA. tel: 606 564 9869

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Well travelled wood-Epoxy cat. Price negotiable according to inventory, guide £3000.
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Membership Page

PCA OFFICERS 1993

(For full address refer to membership list)

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Chris Sands secretary	Devon	Tel. 0392 833258
Mike Wynn treasurer	Chesterfield	Tel. 0246 822895
Adrian Honeybill editor	Reading	Tel. 0734 873406
Tim Forrester sailing sec.(cruising)	Falmouth	Tel. 0326 75087
Dave Hender sailing sec.(racing)	Cornwall	Tel. 0752 229938
Malcolm Cox buying/selling	Leeds	write

WANTED

NEWS & VIEWS, DRAWINGS & PHOTOS

Do you enjoy reading the articles other people have written? How about putting pen to paper and telling your own story! Or perhaps you can sketch?

There again maybe you don't agree with everything published, so let's start a debate on those points!

Photographs are always needed, slightly under-exposed is best. *(No we are talking printing here, Jim.Ed.)*

And what about you down-under. Make us sick, we'll swap you some stories of horrors in the Channel for some of those tales of the dread of not having enough cold beers on board, and photos of "prawn barbies" on the beach. Who says we winge.....

YOUR MEMBERSHIP RENEWAL IS NOW DUE

NOTE:.

- Please pay by Sterling cheque or cash. (Any cash acceptable but UK pounds, US Dollars, German Marks or French Francs are best)
- Please make out cheques (PRINTING clearly) to "Polynesian Catamaran Association".
- UK members would help by paying with a STANDING ORDER.
- ALL CHEQUES, CASH, STANDING ORDER MANDATES, & QUERIES to The Secretary

Photocopy or cut out the necessary forms below

Chris Sands, Chards Orchard, Exeter Road, Kennford, Exeter. EX6 7TJ (UK)

1993 April-April POLYNESIAN CATAMARAN ASSOCIATION SUBS. (£10.00)

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Boat Name.....

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Amount enclosed.....

STANDING ORDER MANDATE

The Manager
.....Bank
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Please pay the sum of £.....
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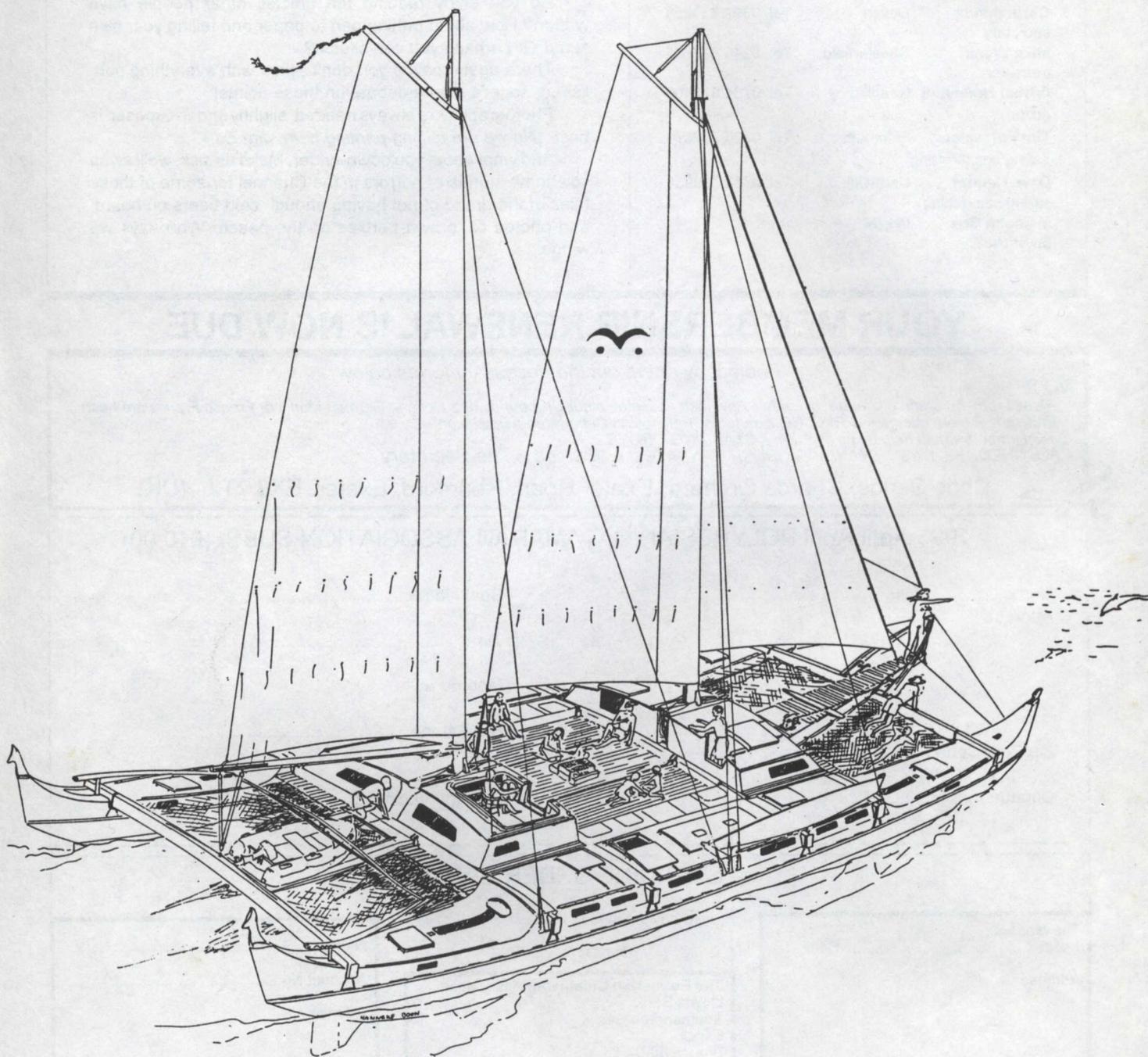
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