
The Sea People



- North Atlantic Cruise & Guide
- Polynesia Visited
- News from around the World
- AGM Report
- + much more!

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The Sea People

Magazine of The Polynesian Catamaran Association

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Cover photograph
"Tremayne Quay"
by Tim Forrester

Scotts Bit

After the successful editing of a number of Magazines Adrian is taking an administration role for the P.C.A. and I am back in the chair as editor.

Unfortunately you will be receiving this issue late, the material came late to me, so the time slot I had allocated had long since gone. Hopefully, with all incoming mail sorted here in Torpoint in future, we should get ahead of the game! The next issue will have to be started next week, and at this moment I am short of articles! Most of you builders out there will have ONE hot tip, something you discovered to speed things up, improve the finish, or whatever. How about other router set up's to follow the ones in No 21? How about on board refinement from those cruising their Wharrams? Cat Corner articles are desperately needed. Even if it is only ONE anchorage within an estuary or larger expanse of water where Cats can go and mono's cannot, it will all be useful to another member coming into your cruising ground! I would like to hear what your favourite type of articles are, or maybe you would like something completely different.

Come on, put pen to paper, it's your magazine.

In the next Issue

- 1/ Channel Cruise
- 2/ 1994 Meeting Details
- 3/ Nellie to Scotland!
- 4/ Member List
- 5/ Whatever YOU send in!

Jims Column

I am back home in Devoran!! That is not true, my home is where the boat is. At the moment she is laid up in Portimao, Algarve, Portugal, being looked after by a group of Wharram owners- God bless them. Six weeks ago we left Gaia to return for a few month's work: to finish off the Tiki 30 and 38 plans, to start the Tiki 45 plans and dream of a Tiki 60 for charter work in a more conventional way. Of course there is the Wharram book on Catamarans to re-write for the 5th or 6th time and hopefully finish it this time. Hopefully, for waiting for me here was the usual pile of correspondence. Writing to builders/friends is usually inspiring, but in "the pile" was a great section of politics, dirty politics, all relating to the new European Union regulations to be applied to sailboats, coupled with the Department of Transport's decision after 30 successful years of charter and sail-training to start heavy regulations. For whose good? Well certainly not the operators or customers. It's amazing what has crawled out of the woodwork to feast on the body of British

Yachtsmen. (The same thing is going on all over the world). Government officers, specialist surveyors, committees that never meet but confer respectability, and - quite important to you and I - the non too successful designers who have got into international committees and are busily offering "advice". The advice just by chance seems to use their (often extreme) designs as the norm on which future regulations regarding cruising catamarans will be based. It is very frightening. Some of the PCA committee members and I, who trusted MOCRA, which claims to be Britain's national multihull body, to look after our interests while we brought information in on the real sailing out there, feel very bitter about what we see as their gross incompetence, or neglect of major issues. And mentioning "real sailing out there": I have been happier sailing Gaia in the last 12 months than I have been for years. This does not mean that I sailed around Spain, Portugal, the Canaries, Madeira, Mediterranean and the Balearics with a wide grin on

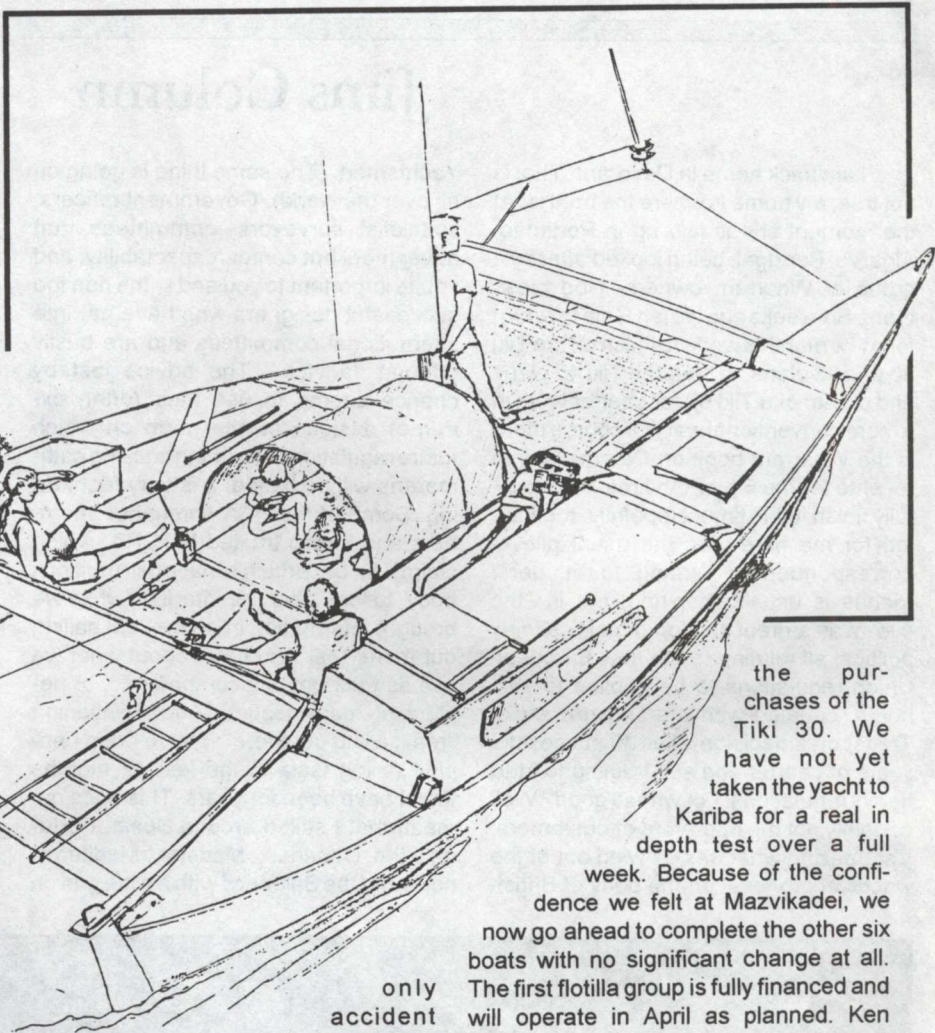
my face. It was hard at times, and sometimes very frightening. As already written in Seapeople, the storm we experienced in Tenerife when the part-built marina in which we were sheltering collapsed under the onslaught of the waves and we only just managed to hold onto our two anchors with both engines running, to prevent being dragged onto the rocks behind us. We survived. It took six months for my muscles to get in trim, to haul sails and anchors without thinking: "Oh, my back will go again!". But I did achieve oneness with the boat and the sea. All of us dream of this. Some of us get disappointed when it is not achieved in the first few sails. Because I had experienced such initial disappointment/fear in the past, I persevered, until at last I felt at one with the sea. So persevere my Seapeople friends, out there is real life! But take heed, for there is a host of "Shore-bastards" (to quote Bernard Moitisser) set on capitalizing on our life to advance their personal interests.



First Tiki 30 launched

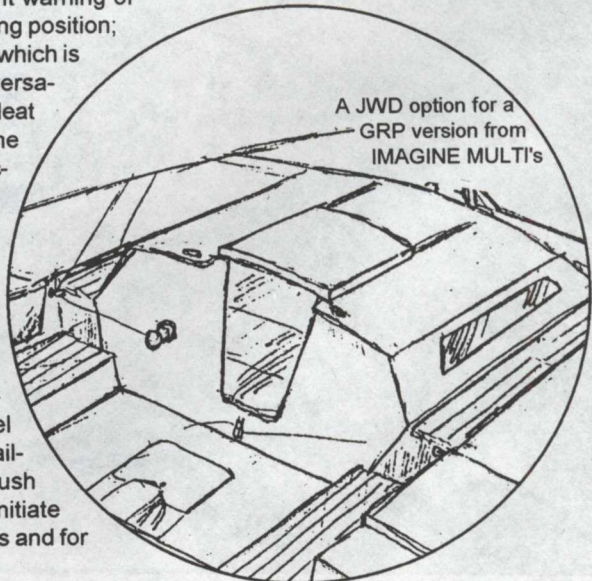
The gist of a letter to the Wharram Design Office. I hope to follow this up with the story of the whole venture(Ed.)

26 November 1993. Over the last weekend, at Mazvikadel Dam, we launched Tiki 30 number 1. All of us were present for the two days, together with eight of the men who built the Tiki at Orca Boats. You will recall the lake there and the long range of hills on the northern edge. In November the lake is at its lowest and the water is mostly in the deep channel of the original riverbed alongside the hills. I mention this because it explains why we had two different kinds of wind situations. We had steady winds at some 10 to 15 knots with occasional spells at around 20 knots. Otherwise winds over the hill, descending in a near vertical bounce to the water surface gave us fluctuating and soft winds most of the time. As a result in our test sail, we only lacked the wave action that a large surface of water would have produced. We all want to congratulate you on designing a boat that is lively in acceleration, gentle in behaviour when the wind switches, very stable in holding direction, light on the helm with just a shade of weather (which we all prefer), seemingly has an instinct when stalled in a lull to find the next wind and swing easier onto the new line of direction. She handles in a simple way, and appears to be very light footed and willing to move. She gave all of us a very strong feeling that we have successfully chosen and built the boat that we want for our business venture. Those characteristics if I may remind you of them, are to have a boat that is simple in technology, easy to sail, has a stable behaviour, has a surface between hull, deck and trampoline spaces that provide the utmost accommodation and comfort for the crew, and provides comfortable and attractive cabin space in the hull with a perfectly adequate galley situation and comfort and privacy in the heads. The



only accident that we had arose from not identifying clearly and separately the gaff boom halyard, this descended uncontrolled and hit poor Mike Saunders hard on the centre of his bald pate - today he displays a swelling and a large bruise! We will make certain that each boat contains sufficient warning of this potential danger. Helming position; the introduction of the table which is often used as a seat for conversation and selling purposes, a cleat placed in the centre of the deck tray just behind the structural divider works well and took the jib sheet led from either winch. I can summarise by saying all the major design features of the Tiki 30 pleased us immensely and the small details we were able to add only increased an already high level of pleasure, simplicity and sailing quality. Because of the rush to move to South Africa to initiate the campaign for Sail Safaris and for

the purchases of the Tiki 30. We have not yet taken the yacht to Kariba for a real in depth test over a full week. Because of the confidence we felt at Mazvikadei, we now go ahead to complete the other six boats with no significant change at all. The first flotilla group is fully financed and will operate in April as planned. Ken O'Conner and we are concerned about financing the second flotilla, so Jeremy can have continuous work through 1994 at Orca Boats. We are looking at the concept of others owning a boat which would be placed under our management. From Zimbabwe.



Atlantic Cruising

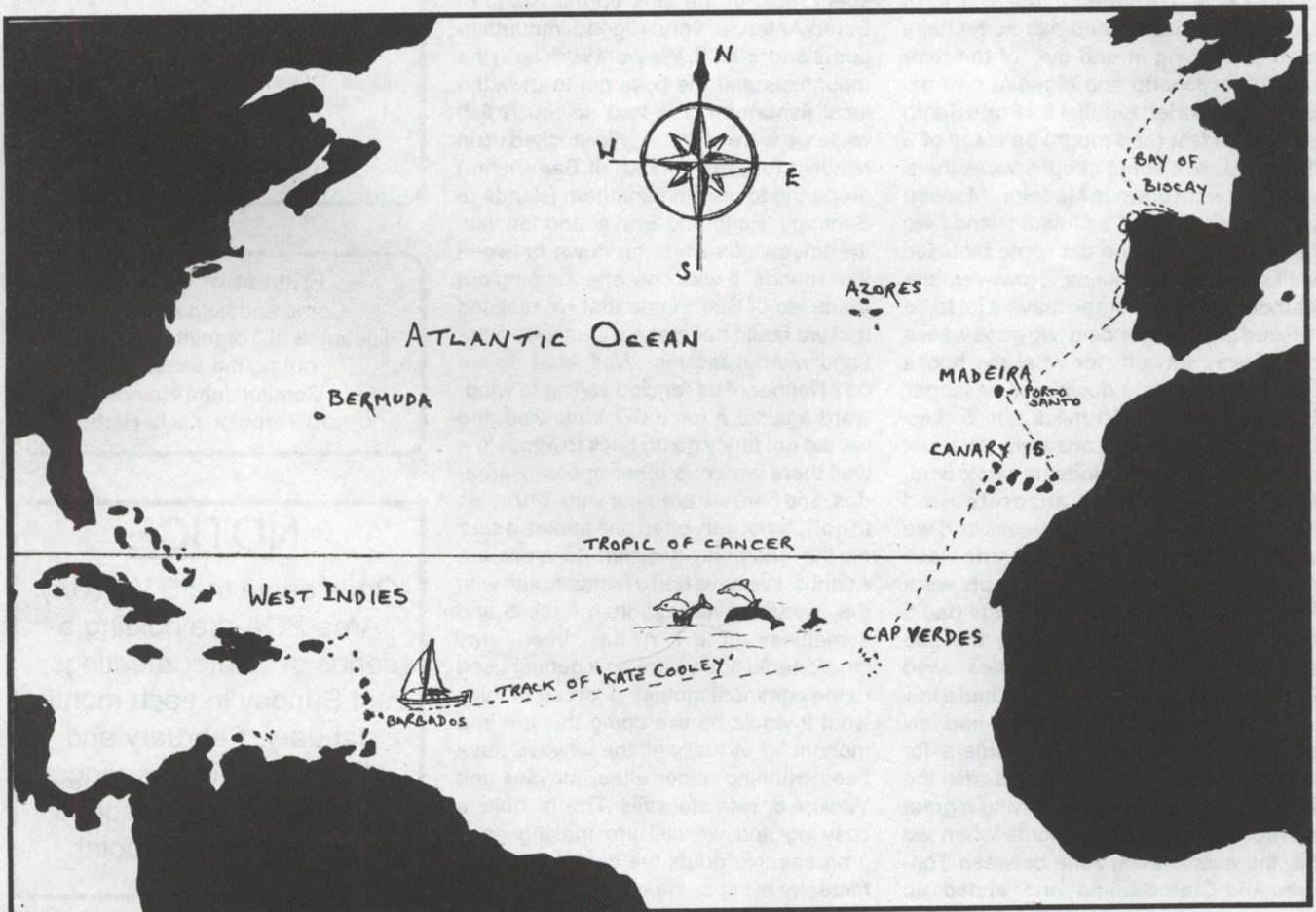
Rick & Joe Wolfenden

(from a letter received last year, and part 1 of a serial we hope. Ed)

--13~ 27' N, 57~ 05' W 28/2/92 As you will see from the above position, we are about 140 miles away from Barbados, & 14 days out from Cape Verde Islands. We left Restronguet Creek on the morning of the 20th July, all feeling very excited and rather tearful at leaving our loved ones behind. However, we were soon into the swing of living at sea and thoughts of home were soon left behind. We crossed Biscay in 4 1/2 days after a couple of days of calms and then a couple of days of westerlies which pushed us into Gijon [North Coast of Spain], instead of our intended landfall of La Coruna. This was no great problem as we really enjoyed exploring the Rias of the north coast of Spain. We slowly worked our way along the North coast day sailing most of the time. It was here that we had our first (foreign) breakage of the dreaded prop guard. We were motoring in a flat calm

about 10 miles from Vivero when there was a rather unpleasant clunking from the rear-end. On close examination in daylight we found 2 of the supporting struts had broken. In true Wharram style I managed to lash it all together with some nylon rope and we motored gently into Vivero. Unfortunately, we had arrived there on a Friday and the welders were not working on the Saturday or Sunday, so we would have to wait until Monday. One the Sunday a rare north-easterly wind blew up so we decided to make the most of it to get us around the corner onto the west coast. We had a fantastic sail to Lage, just south of La Coruna and from there we went on to Camarinas (by then we had used the engine a fair bit and were feeling rather blasé about the lashed up repair). We had a rather frightening experience of dragging anchors in Camarinas when we nearly lost KATE COOLEY on the rocks. We had been out for the day for a walk and on returning, KATE COOLEY was not where we had left her but about 1/4 mile away and literally hanging about 100m away from the rocky shore. The wind was gusting 7-8 at the time. Well we managed to extricate her from this

precarious position and motored her up on to a little secluded beach where we knew we would sleep soundly without fear of dragging again. This incident rather shook us both but it was a good (if not painfully) lesson learned and we now take greater care when anchoring. If possible we will dive down to check the anchor is dug in well. We explored most of the Rias on the west coast and eventually arrived at Muros again in a gusty 7-8 (it really blows a lot on this coast). Just as we were entering Muros harbour there was a horrendous noise from the stern gear and I knew immediately what had happened so quickly out went the anchors, but fortunately some French friends arrived on the scene and towed us to a sheltered beach and we ran both boats up on the sand. Fortunately, there was an engineer nearby so we got him to make up a new guard. The old one now resembled a fistful of spaghetti wrapped around the prop. Well off we set with our new indestructible prop guard (as we thought) and after visiting numerous wonderful places we ended up at the rather amazing Isla Cies (just off Vigo), where to our frustration, we noticed one of the struts had



cracked. So to the intense amusement of the local Spaniards out for their day on the beach we ran KATE COOLEY onto the beach, took off the guard, borrowed a generator and a friend welded it there and then on the beach and so the saga continued. We met Rory on Cooking Fat in Isla Cies and we have been running into him ever since. Henry and Tris (our two eldest) sailed with him in Portugal from Figueira du Foz to Nazare and both were rather speechless with excitement on their arrival. Most of the time they had been sailing with the needle off the clock (10 knots plus) and surfing at even greater speeds. Guess who wants a Tiki when we get home? We enjoyed Portugal as being much less European than Spain and still retaining much of the feel of Portugal. Poor old Spain has just turned into another anonymous European country that is obsessed with building and expanding too quickly. Such a change from what it was like 20 years ago when I first visited there. The coast of Portugal down as far as Lisbon is sadly lacking in decent anchorages and we seemed to go from one smelly harbour to another. It was a great relief when we found an anchorage with clear water where we could swim. We visited the cities of Oporto and Lisbon, and had some hairy moments going in and out of the river mouths at Oporto and Figueira da Foz. Eventually we left Setubal for Porto Santo and had a fast (and rough) passage of 3 1/2 days. We spent about 1 week there and then went down to Madeira. Madeira is one of the most beautiful islands we have been to and we did some fantastic walks in the mountains. However, the harbour and anchorage leave a lot to be desired... After spending two good weeks there we set off for what the books describe as a "fast downwind passage" to the Canaries. 250 miles and 5 days later, we arrived in Lanzarote. We just had calms and headwind the whole time. We hung around Lanzarote and Fuerteventura for several weeks and we sat out a very bad storm in Puerto Naos (Arreciffe). A couple of local boats were lost, the harbour wall in Arreciffe had a hole 50m wide punched in it by the sea and numerous battered yachts were towed in. But we were okay, though we had a few sleepless nights. Jo's parents had arranged to come out to Gomera for Christmas so it was time to head off to the eastern islands, we were having a great sail from Lanzarote to Tenerife when we hit the acceleration zone between Tenerife and Gran Canaria and ended up

ripping out the clew cringle on the mainsail, so we put into Darsena Pesquera at Santa Cruz. After tracking down a sailmaker who did a quick job for us, we headed south around to Los Cristianos where we picked up Jo's mum & dad. We spent a wonderful time in Gomera meeting old friends and new. It is wonderful the people we have met and the way that you make friends so quickly. And there are some crazy people about, people you would never meet at home. From Gomera we went back to Los Cristianos and then La Palma (the island not Los Palmas, Gran Canaria), for a final stock up before the Atlantic. We then left La Palma for yet another of those "fast downwind passages" 800 miles to the Cape Verdes. We arrived there exactly 2 weeks later having been becalmed virtually all the way down. At that time there was no wind across the whole of the tradewind area and yachts we were listening to on the SSB were getting rather worried and were rationing water. The Cape Verdes exceeded all our expectations and my only regret is that we could not spend longer there but we have an appointment in St. Lucia for the 12th March - my parents are coming out for 2 weeks. We spent most of the time on the island of Santo Antao, a very rugged mountainous island (6000'). We went walking in the mountains and the boys got to know the local fishermen. We had so much fish while we were there..... We stocked up in Mindelo (on the island of Sao Viente) preparing to visit the southern islands of Santiago Fogo and Brava and left with the tradewinds whistling down between the islands. It was only after coming out of the lee of Sao Viente that we realised that we could not make a course to Santiago without tacking. Well what do we do? Neither of us fancied sailing to windward against a force 6-7 tradewind and we did not fancy going back to Mindelo - well there was one other option - Barbados, and here we are now with 140 miles to go. It is not very often one makes a spur of the moment decision to cross the Atlantic. We have had a fantastic sail with the winds never less than force 5 and sometimes up to 7. It has been very comfortable but we are now getting used to the continual motion. I dread to think what it would be like doing this trip in a monohull!!! Virtually all the way we have been running under either staysail and Yankee or twin staysails. This is quite a cosy rig and we still are making good progress. No doubt we could go much faster by flying some more canvas but it

gets more hard work and puts a lot of added stress on everything including us. As to the matter of interest our daily runs are as follows: 128 miles, 132, 141, 137, 136, 139, 154, 134, 130, 134, 128, 138, & 142. All the time we are feeling very pleased with our choice of boat and we have no regrets whatsoever. She is performing wonderfully and is a safe stable and happy home for us. We have had lots of favourable comments about her and it appears she is one of the Wharrams that a lot of people have seen. I am writing this on the night watch and it is now 4.50 am local time and I have 10 minutes before I must wake Jo up with a cup of tea for the last night watch. The children are all tucked up peacefully asleep in their beds and KATE COOLEY is bowling along to Barbados - a sudden whoosh indicates that we are surfing but there is not much change in the motion below. Well I must finish now and get my head down for 3 hours.

The Ditty Bag

For Sale

Tangaroa Ketch Rig. Alloy Main, Wooden Mizzen + 5 sails
In SW England. £1000 ono
Ring J. Grassart. Belgium
0100210611462 Evenings.

Friends of Hineamoa

Come and help refit the PCA Hineamoa at Torpoint & sail on her during the season.
Contact John Hammond
c/o Torpoint Yacht Harbour

NOTICE

Once again the S.W. (UK) Area PCA are holding a series of Winter meetings. Last Sunday in each month, January, February and March evening meetings are held in the Mosquito Sailing Club, Torpoint.

North Atlantic and the Caribbean

"George" Lundgaard

'George' Lundgaard and NINA have completed a three-year cruise round the Atlantic. Readers may remember that after a near disaster at Lisbon the Caribbean was reached without much fuss

Since then the Nina and I have been up and down the islands a couple of times, as far south as Venezuela, west to Islas los Roques and east to Tobago. Anguilla was the most northerly island. Most places I stayed at least a fortnight, in Bequia, St. Bart and St. Martin the stop-overs ran into months. Most of the time I was single-handed, but in her holidays my girl-friend joined me. 'Why do you like to cruise?'. Simple, eh? After 13,000 miles one ought to have a good idea why one does it! I do not and I do not care. In my cruising style you try and open yourself to impressions rather than analyses. The bottom line is that I enjoyed my walkabout immensely. The saying goes that travelling is as much an inner voyage as an outer. Well, provided that you take your time. The new impressions, the joys, the difficulties - you should absorb it all at your own and slow pace. I developed a liking for slow departures and slow arrivals, savouring precious moments of memories or discovery. There is something to be said for long passages as it takes a week to get into the rhythm and the last days are spoiled planning the safest landfall. I have seen several styles of cruising with different levels in terms of sailing, economy, cultural interests etc. All happy cruisers had one thing in common: they were relaxed. A stressed cruise misses the very point. So plan your cruise with a lot of reserves - in all respects. Do not let success depend on one month more or less, the last hundred pounds, or on one person to know it all. Make sure you start without worries - they may soon enough appear! My ideal Round the Atlantic would take two years. You can do the route in one, but you will be racing to keep your schedule, and you will miss a lot. July is the most quiet month in the North Atlantic, so this is when you should set out, and return, if you are based in the UK. Buy your preserves and technical bits here, you will not find better selection or prices later. With a favourable weather forecast the Biscay is not to

fear, but keep in mind that Cap Finisterre often had worse weather than Biscay and that the Portuguese coast offers few all-weather harbours. A long haul directly to Porto or even Lisbon should be considered. That way you may head out well to the west; off the peninsula you are outside the shipping lanes and fishing areas; and chances of picking up the NE trade are better. With a reliable engine and daily check on the weather forecast Cascais a pleasant stop-over, but the Alfandega Dock is in the centre of Lisbon. Fundacao Gulbenkian and the Maritime Museum should not be missed. Next, Madeira is a must. Beware, SW winds are not uncommon, and in the autumn the NE Trade falters so set out in August. If you are favoured by a NE gain an offing to the west, a cheap insurance for once. It is well worth your while to spend a month in the Canaries visiting the eastern islands. Then stock up to the gunwale, for instance in Los Christianos, which has a better climate than Santa Cruz, and remember this is the last place to buy wine cheaply. Call the met office and make sure there is no strong southerly in the offing, and get off to the Cape Verdes. Take time to visit at least a couple of the islands, they are like nothing else that you will encounter. So now you have seen an unusual place and you have broken your passage. But there are further advantages: you are square in the Trades, and if you aim for Trinidad and Venezuela, you do not have to worry about the hurricane season - you can set out earlier than those who aim for an island in the Caribbean. And why not head for Fernando de Noronha, it is a shorter passage and you taste a bit of Brazil? Further on to French Guiana, and next Surinam where prices were incredibly low and probably still are. Coming this way the strong NE current is your ally in reaching Tobago, by many regarded as the best landfall in the Caribbean. Next you will have a pleasant sail to Chaguaramas, Trinidad. You must go there anyway to obtain a visa for Venezuela, and with a bit of planning you should be there in time for the carnival, which means a fortnight before the final procession. Make sure you visit Scotman's Bay, a magical place. Venezuela is getting a bad name these days. Bureaucracy, corruption and theft may be problems to some sailors, but not to all: a bit of Spanish or knowledge of the rules seem to be good antidotes. Theft seems to be mostly the privilege of people with big outboards or expensive looking boats. And it is common sense not to leave

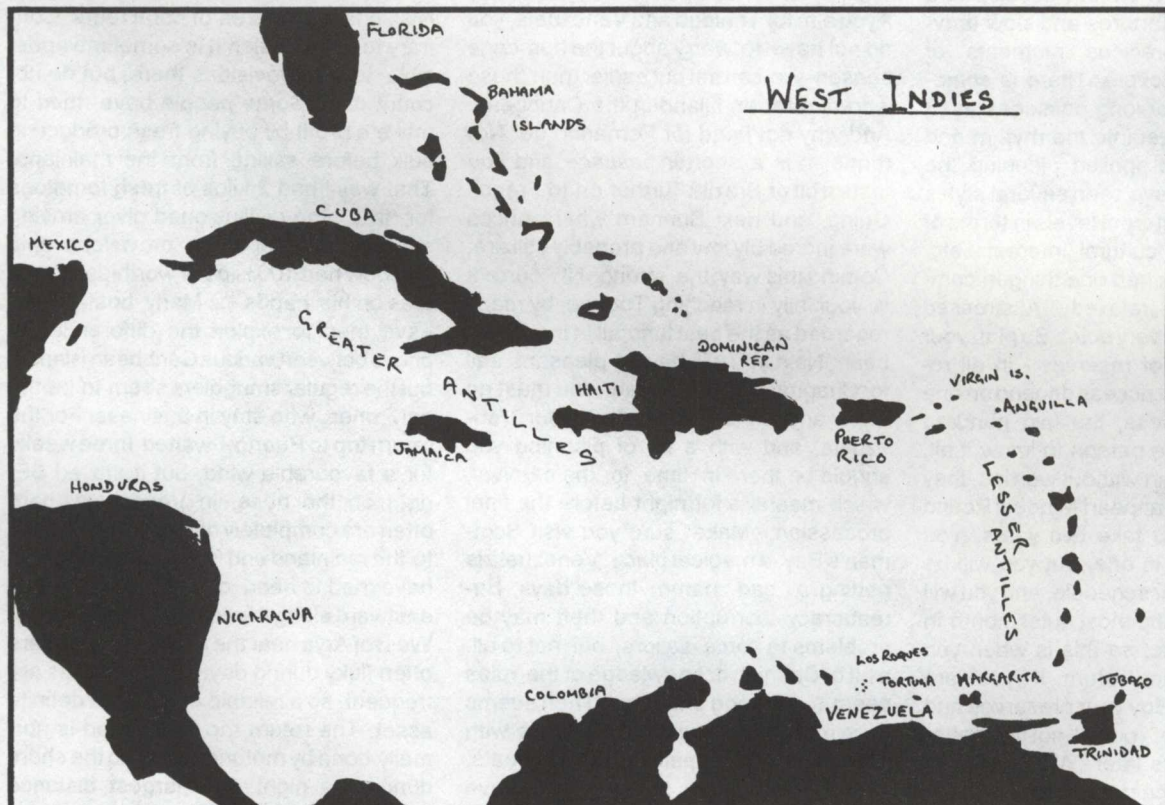
shopping un-attended anywhere in the Caribbean. Anyway, Venezuela is just too good to miss, whether you go for beautiful nature, friendly people or good prices on local produce. All imported stuff is expensive, and the choice in preserves is very limited. The music is extraordinary in its scope of rhythms. Venezuela is completely different from the islands in many respects. Los Testigos are typical of the smaller Venezuelan islands: beautiful, unspoilt, with few people and no provisioning. On the same latitude is Juan-griego on Margarita, from where you can go by bus to Porlamar and carry on to Pampatar to clear in by yourself. Another bur will take you to Boca del Rio/the Restinga Playa. You may sail there but there are nasty wrecks in the entrance; and a few boats have been robbed during the daytime while their crew were on a trip to the lagoon. Work your way down to Mochina, but stay at the outskirts as there is malaria by the end of the fjord. Maritas (second beach to port) is the best pleasure beach I have ever visited. From there it is a nice sail through the archipelago to get to Puerto la Cruz, a pleasant city where everything can be bought if you can find it. From around 10 pm the promenade bustles with people in their best dresses, the girls leaving no-one in doubt about their physical assets ... If you can tear yourself away head for Isla Tortuga en route for Los Roques 150 miles to the NW, a fabulous area of coral reefs. Contrary to expectation it is sometimes possible to buy provisions there, but do not count on it. Some people have tried to make a profit by buying fresh produce in bulk before sailing from the mainland. That way I had 2 kilos of fresh tomatoes for free., the disillusioned giver arriving some hours after a big provisions ship and now had 100 kilos of worthless tomatoes on his hands ... Many boat-people have tried to exploit the differences in prices between various Caribbean islands, but the regular smugglers seem to be the only ones who stay in business. For the return trip to Puerto I waited three weeks for a favourable wind, but it stayed SE, right on the nose. In Venezuela there often are completely different winds close to the mainland and further out, so I might have tried to head due south and motor eastward along the coast during the night. West of Arya near the mainland winds are often fluky during daytime and calms are frequent, so a reliable engine is a definite asset. The return trip to Trinidad is normally done by motoring close to the shore during the night. The largest distance

between ports is 40 miles and on good nights you may count on 10 quiet hours. With an engine that could push me at about 3 knots I foresaw a problem, but I was lucky to have 18 hours of calm in a stretch at the critical point. On my second trip to Venezuela I installed an additional outboard and expected a laid-back trip, but this time the swell was a bit nasty. The swell indeed is the unknown factor. When it is bad you stay put and wait for another chance. If you do carry on you will find out that there are many small fishing craft with no or feeble navigation-lights. A large white light approaching you at speed may turn out to be two trawlers dragging a net between them - the outlines and navlights of both are completely drowned by the big blazing light. Last stop for fuel and last safe anchorage is Punta Santos east of Carupano. Further east there are just a few fishing villages where you can hardly buy anything. Granada is a cute little island, more lush than most, and there are numerous good anchorages along the southern and south-eastern coasts, besides Kingstown of course. The islands up to St. Lucia stretch slightly towards NNE, so with NW currents and prevailing NE winds you may be in for some wet sails. It is quite normal to give it a try, find that it is too rough, and return. When the Trades are well estab-

lished F6's may prevail for weeks but sometimes with short breaks. The nice feature about the Trades is that the winds seldom are up to gale force, but with strong SE winds gusts around 50 knots are not uncommon. If you break your mast your boat will reach land - the Caribbean or Mexico depending on your point of departure. If YOU make it, too, may depend on whether you had the good sense always to carry water and food for 6-8 weeks. Carriacou is a favourite spot of mine, probably the most relaxed place around, and Tyrell Bay has a big lagoon, a perfect hurricane hole. In Bequia there are always many yachts, especially around Christmas. Prices are steep, but you may take the old schooner ferry to Kingstown, quite an experience in itself, and shop in the market. Cumberland Bay is a good stop-over, and people are friendly. In contrast I had bad experiences in the St. Pierre area on St. Lucia. The boat-boys were very aggressive and demanded excessive charges for what was not a very useful service, as you can easily swim or row a line ashore. Rodney Bay is very pleasant, the choice is yours: anchor in the big bay where you can swim, or enter the lagoon. The Friday jump-ups in the village can get lively. In Martinique I much prefer Anse Mitan to Fort-de-France.

Anse Mitan has clean water, fewer squalls than Fort-de-France and you may take the ferry and clear in and out, and at the same time benefit from easily accessible and cheap water at the dock. By the way, all French possessions are part of metropolitan France, which means that you can cash post cheques here. Dominica is rugged but beautiful. The inhabitants are immensely proud of their island. The anchorages between Roseau and Anchorage Hotel are served by friendly boys, who are not offended if you don't want a line ashore; but actually it is a useful service because you often encounter strong catabatic winds, and the beach is made up of big slippery pebbles. We shared a car with the crew of ORO 'Pelijo', and in one day saw all of the island. To drive up a mountain and feel the cool wind in the intense sunlight and have a splendid view was unforgettable - and on top of that we returned loaded with grapefruit. Guadeloupe offers splendid cruising. If you must have a haul-out the little railway operation in the Saintes is worth trying, prices are much better than in Point-a-Pitre. In Antigua Nelson's dockyard and the pub call for an outlay, but they are worth visiting. There are a lot of other anchorages/beaches, many of them deserted. The sea around Barbuda teems with life, but otherwise I did not

fancy the island. Nevis is absolutely charming in a very laid-back way, and the anchorage is better than that of Basse-Terre on St. Kitts. The garden and the food in Caribbean Confectionary are delightful. One of the islands where I could spend quite some time. St. Bart is a very special place. Gustavia is small and expensive. Beware of the steep harbour dues, the harbour stretches a mile out from the quays! The anchorage at Co-



lombier is excellent and free, The problem is transport, there are only footpaths. Gustavia, though, maybe reached by dingy, or you can buy provisions in the village to the north. There is fabulous scuba diving from the small islands outside St. Bart. St. Martin offers several good anchorages, the largest of which is the lagoon. Many sailors stay there for years, mostly because it is possible to find a job, especially so for people with an EEC passport. Your first job may not be satisfactory, but in time you may work your way up. On the Dutch side there are excellent doctors and dentists who charge modestly. Food prices are better than most places in the Caribbean. Outboards are imported directly from French dealers and there are no taxes so prices are good. Often you can buy second-hand yacht equipment at reasonable prices. Road Bay in Anguilla is a very relaxed anchorage. For good music and atmosphere Johnno's will be hard to beat. The northerly islands share a problem; many species of fish are poisoned. The fishermen know which ones but you should be careful, as there is no way to tell an infected fish from a good one. The Caribbean is a relatively small sea but a vast cruising area. I have seen but a fraction of it. Latin America is said to be even better than the Lesser Antilles, and to the north you have the Virgin Islands. Puerto Rico, Jamaica, Cuba and the Bahamas. If you stay another season in the islands you should go south during the hurricane season. The lagoon in St. Martin is considered a good hurricane hole, but it becomes overcrowded in case of a hurricane warning, and late comers and big boats with very long warps that sweep a wide circle makes staying there a risky business. In St. Martin there are a couple of excellent small anchorages, but can you squeeze in there? The big inlet north of Pointe-a-Pitre on Guadeloupe I consider the best hurricane hole in the northern Islands, but in a category 5 hurricane, wind strength is 80 times that of a force 4 ... do not try to imagine it, just take my word, you will be at risk in any boat at any anchorage!! The risk of meeting a hurricane falls off rapidly as you go south. Grenada is almost safe. Anyway Venezuela is only about 450 miles away at most, so why not sail there directly? Go south inside the islands and north on the outside, this way you can save a lot of time and bureaucracy. Most of the Caribbean islands are independent states, so you have to clear in and out many times, and you must carry a lot of courtesy flags.

Some boats have cut a corner here and there, typically by waiting to clear in so overtime has not to be paid, but basically you cannot save on these items. To keep costs down get fuel in Venezuela and water in South America and in Martinique, and check prices. You may save a bit on charts if you stay on the lee shores of the islands. All chart data of low water areas with sand bottom are un-trustworthy. In Venezuela I saw this extraordinary little bird ahead of me who waded on the bottom in 5 feet deep water. Some legs! As I ran aground (gently) the bird took to the air screaming with laughter. If you are adventuresome and want an anchorage to yourself the bays on the eastern side of the islands are of interest. In that case you must have both detailed maps and a cruising guide. In these waters you easily can get an infected wound, or pain in an ear after swimming. See a doctor at once, end of story. By the way, an EEC form that covers you against costs in case of a sudden disease/injury seems well worth acquiring, it is valid in the Canaries and must be so also in the French Islands. *[E111 Medical Form may not provide as comprehensive cover as that found in the UK. There is no substitute to good medical insurance for peace of mind. Refer to Government publications No SA40 & SA41 in 'The Traveller Guide to Health' series for addition information on E111 cover and international vaccination requirements. UK readers ring 0800 555 777 for copies - Ed]* The return trip to Europe via the Azores is long; actually the normal route from St. Martin to Horta is about as long as the trip from for instance Galapagos to the Marquesas, and the latter is easier (I hope). Not that I complain, my trip was most pleasant. After a bad start with headwinds I could more or less follow a great circle course. Still, mid 1993 was bad in the North Atlantic. All yachts I heard of had a rough ride to the Azores, and damages were common. I had a fright some 500 miles from Azores when I woke up to a F9 -sailing with full genoa. Heaving across the roller reefing line I managed to reduce sail, but it cost me half an hour and some skin. The only reason it worked was that the high waves provided good shelter in the troughs! After ten miserable hours at the wheel, drenched by the squalls I discovered that the autopilot could not steer a downwind course. After another hour the wind had somewhat abated, so I took in sail and dropped dead in the bunk. When I woke the wind was weak and NINA unscathed. The bad weather continued during my

three weeks stay at Lajes das Flores. Luckily a big breakwater was just completed so there was good shelter. I met two local families who took good care of me, and the island is truly beautiful and interesting. The prospect of having to do the last leg in strong winds worried me. But the Azores High finally stabilized just when I when I had to leave for Faial, lucky again. Horta is nice but you must use the marina which costs £5 per day for NINA. Meddalena on Pico seems to be a good alternative. After another two weeks spent on delightful Sao Jorge and Graciosa we were off bound for Falmouth. This time the High was firmly established: in fact, we were caught by it north of the Azores and were becalmed for 5 days. The trouble is that only 24 hour forecasts are available. There is a local, i.e., Portuguese one, which was not available on Graciosa, and a French one (RFI) on 15300 khz at 11.30 UT, which includes a synopsis for the Atlantic. I saw all the animals you are supposed to see like barracudas, orcas and whales except that I never saw a shark. Maybe because I never really used my spear gun. In many places it is forbidden so it is a fairly useless toy but potentially dangerous. Other unused investments: a pressure cooker, a crossbow and a set of signal flags. The really good ones were a Sony short wave receiver and two outboards. TWO?? Yes, in spite of their amazing reliability in rough seas I have found that a second one adds so much security, speed and manoeuvrability that it is well worth the money. The trick is to buy your engine(s) in St. Martin. The reader can work out the practical details. I enjoyed the sturdiness of NINA and her great load-carrying capability. This was what I needed as a single-hander. She of course was fairly slow but she always got me there. As a permanent home for two couples she is obviously is too small. The solution I have worked on is less than original - to build a bigger boat myself. So after a year of holidays I shall return to the Caribbean, probably Puerto Rico. The new boat will be used for a long cruise in the Pacific. Goodbye to the Caribbean? No, I would not be surprised if the western Caribbean turned out to be the best place to potter around when time comes to act as a pensioner. There should be space enough for both Gaia and us.



Polynesia - a lost paradise?

Dr Gerald Winkler (Nov 93)

Having spent the last year in Canada I felt in January that -35 C maximum temperatures during two weeks are enough and so we decided not to spend our holidays at home in Austria but to escape for two weeks to the Society Islands, French Polynesia, an ongoing dream destination of mine. We, my wife and my two girls (6 and 8 years), arrived at Faa airport - Tahiti one early morning (+27 C) with our backpacks including a tent and some snorkelling equipment and without any of the advised bookings but instead loaded with prejudices like, expensive, crowded with tourists, French only region, impolite and drunken locals etc.

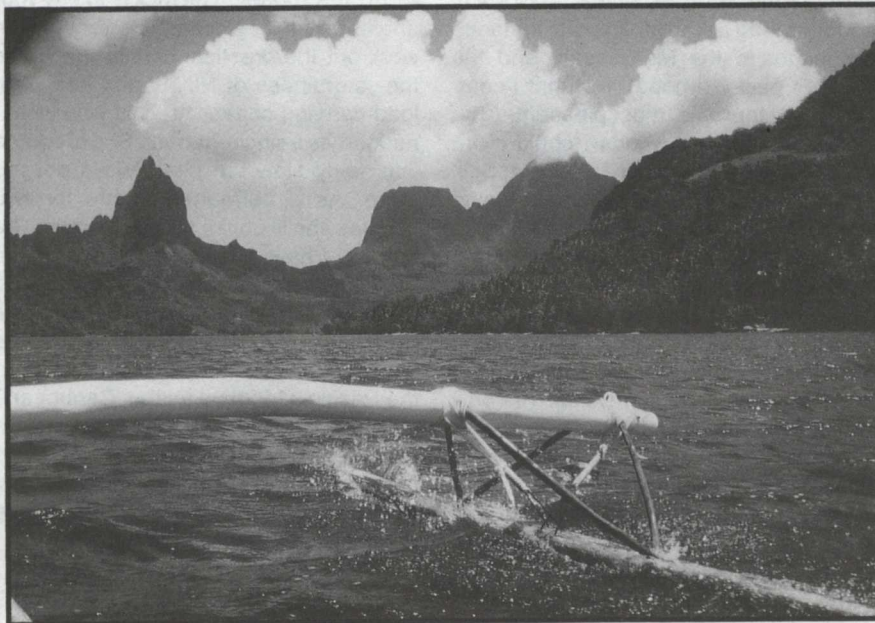
So, what are our findings: first of all the Society Islands are a fascinating beauty with dark volcanic mountains, strong green vegetation offering an innumerable variety of blossoms, surrounded by white 'Motus' (small sandy islands with palm trees) and in between the lagoons playing all kind of colours.

To make a long story short, our camping approach was a big success. There are a couple of camping sites around and

there are some relative low budget hostels on every island. If you leave Papeete, the capital of French Polynesia, behind you everything gets smooth, the people are polite and an invitations from locals are possible. We managed to get away more or less totally even at the tourist island of Bora Bora, where we lived a couple of days on a Motu a Robinson style life. There we enjoyed 'Jacuzzi bathing',

some kind of small basins at the outer reef where the breaking waves produce underwater jets and bubbles. Collecting shells and corals at lonely beaches fascinated us for hours and hours again.

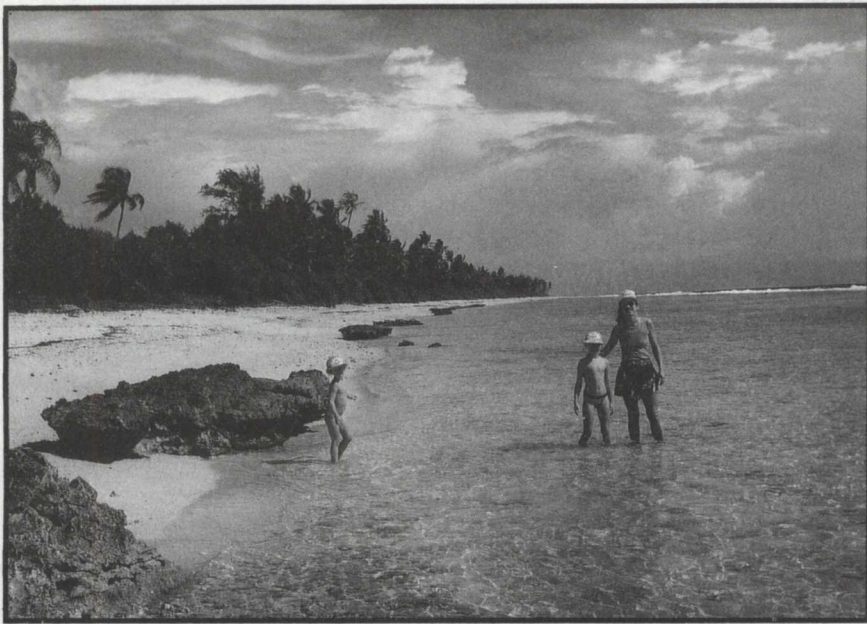
Diving is of course a very special thing, not comparable with other places, definitely another world with crowds of colourful fish of any kind, even very big fish, some harmless sharks, stingrays



and moraines. The kids loved snorkelling, also because the water is so warm.

The best way of travelling is definitely by boat, but to discover the islands you better walk, bike or rent a car (free mileage, because 80 km of roads typically). We visited Tahiti, Huahine, Raiatea, Bora Bora and Moorea with a go as you pleased ticket from Air Tahiti at reasonable prices. If you have more time you can take the 'Schooner', which is a normal ferry boat. Each of these islands is different with some kind of individual charm like their names. My personal favourite is Huahine.

If you go there and organise your trip without agencies from home you will end up with a budget similar to Europe. But the circumstances allow you to do much cheaper on one side and leave you some money necessary for transportation or lodging. Sometimes even expensive looking hotels have negotiable prices if you ask at the front desk (because they have vacancies of up to 80%!!!). If you like vegetables and fruits you would not spend



to much on food. Fish could be bought at some markets also for reasonable prices, but you could spear your barbecue by yourself for free. It is almost impossible (and strictly forbidden) to accept a job there, except you are French. I met some people from France working as teachers, diving instructors etc.

Very impressive are the local boats, outrigger canoes, which you are attempted to call 'typical Wharram style Polynesian', having two cross beams and one outrigger, lashed together with some branches of wood. We borrowed a 5m canoe to

explore Cook's Bay and its surrounding reefs and beaches at the island of Moorea. These canoes provide you with a radius of up to 10 miles for a day excursion and they are surprisingly stable in both directions, which was really necessary with two kids hanging out and watching fishes and corals, but a little difficult to paddle and keep the axis, if you do it for the first time.

Rain and sunshine can change quickly (it was the end of the rainy season) but these changes are quite welcome, because the intensity of both is remarkable.

Mosquitoes can be a real pain, especially in the jungles or around sunrise and sunset, so be prepared. But the attacks do not last for too long.

Possibly the situation there will change. The government of the Society Island is quite keen to increase their tourist industry and therefore as a first step improving infrastructure like building a couple of small airports at the islands. Tourist agencies in Europe started again to market the 'Product Tahiti', supported by cheap flights (1000\$ from Europe in 93, 3500\$ two years ago). A big charter fleet was established in a beautiful lonely bay in Raiatea. Club Med is building a new huge Village with concrete basement for the bungalows!! Local Car rentals are now everywhere, but still different to Europe e.g. office under palm trees with table and credit card reader.

If the big change will come remains to be seen, because there are so many islands, bays, motus and atolls there which are silently waiting., and it is the huge distance to the next continent and the time shift that provides some protection to the islands. Needless to say that 11 hours time shift from Europe could cause some problems for a two weeks trip (one way up to two days). We also could not reach the atolls of the Tuamotus, our primary destination, because the last hurricane destroyed the airstrip.

But where does the Lost Paradise image come from? After our visit to French Polynesia I read again through some articles from published circumnavigations including stops at the Society Islands. Most of these sailors were frustrated arriving in the loud and crowded city of Papeete after thousand of lonely miles. Of course they had to stay some time for repairs etc. Later they hurried west after 2 or 3 anchorages at the famous places like Cook's Bay or Bora Bora. Even on the island of Tahiti if you go out of Papeete some miles you are in real French Polynesia. The answer is you have to take a little time and do not expect to be there at Captain Cook's time trading iron nails against love.

So, if you want to go, go now, maybe with your boat, or buy a cheap ticket and discover the islands by your own. And if the prognosis of the future destruction of the islands fails, you would not regret it, I bet.



Membership Page

Message from our Chairman: Steve Turner

1993, our Silver Jubilee year has been a very successful year for the P.C.A. The U.K. summer meetings were a triumph despite unfriendly weather in the preceding weeks which prevented some of those members who had planned to attend from reaching the South West.

The membership is steadily growing and the response for magazine material is picking up - keep it coming!

Bureaucracy is rearing its ugly head once again and if we are to protect our right to unfettered use of our boats the P.C.A.

cannot sit back and rely on others fighting our corner.

Following the A.G.M. at Southampton in September the Committee set about re-organising the way the Association is run, partly to allow the P.C.A. to expand its range of activities.

To facilitate this re-organisation **all postal contact with the P.C.A.** should be through the one address:

The Polynesian Catamaran Association, Torpoint Yacht Harbour, Marine Drive, Torpoint, Cornwall. PL11 2EH.

1993 A.G.M.

From our Secretary Chris Sands

Minutes of Polynesian Catamaran Association A.G.M. at The Star Hotel 26 High Street Southampton. Saturday 11th September 1993.

Members and guests were welcomed by the Chairman Steve Turner. 1992's minutes were proposed by Mike Wynn and seconded by Mike Crofts. The treasurer's report was presented by Mike Wynn. A report from Chris Sands on the membership confirmed that the number of members was much as last year with those leaving being replaced by new members. The Cruising Secretary's report from Tim Forrester (who was unable to attend) was presented by Steve Turner. Chris Sands (Hon Sec) then promoted the good practice of local PCA groups holding meetings during the non-sailing period of the year sitting the third year of successful PCA, (England, South West's) winter meets culminating in a mini symposium with some of the 50 people attending, having travelled over 200 miles to be there.

There followed the election of committee members. A new post of P.C.A. Administrator being created.

This was approved by the members present with:

Administrator. Adrian Honeybill proposed by Scott Brown & seconded by Spencer Martin.

Editor. Scott Brown proposed by Adrian Honeybill & seconded by Mike Wynn.

No proposals having been received from the PCA membership for the general committee, those standing agreeing to re-stand elected as follows:

PCA Chairman. Steve Turner Proposed Chris Sands Sec-
onded Dave Irving.

Hon Secretary. Chris Sands Proposed Steve Turner Sec-
onded Keith Pearce.

Treasurer. Mike Wynn Proposed Dave Irving Seconded Dave
Parker.

Cruising Secretary. Tim Forrester Proposed Steve Turner
Seconded Adrian Honeybill.

Racing Secretary. Dave Hender Proposed Mike Wynn
Seconded Chris Sands.

With no other business the formal meeting was declared closed by Steve Turner and the meeting continued with viewing of the J.W.D. video on Gaia to date, and then retired to the bar for all those talks of '93's experiences.

Membership Page

POLYNESIAN CATAMARAN ASSOCIATION RECEIPTS & PAYMENTS ACCOUNT PERIOD ENDED 31.3.93

	1992/1993	1991/1992
INCOME	Pounds	Pounds
Subscriptions, entry fees and sales	3879.04	3501.14
Interest received	0.54	2.39
Advertising revenue		<u>150.00</u>
	<u>3879.58</u>	<u>3653.53</u>
EXPENDITURE		
Printing	2060.00	2811.30
Postage and envelopes	692.02	639.62
Duplicating		120.00
Editor expenses	100.00	50.00
Secretary expenses (1)	500.00	
Honorarium	100.00	
Subscriptions (RYA & MOCRA)		101.00
Bank charges (2)	85.75	26.00
EGM and boat show	216.25	
Refunds on standing orders (3)	<u>60.00</u>	
	3814.02	<u>3747.92</u>
Surplus for the year	<u>65.56</u>	<u>-94.39</u>
	3879.58	3653.53
BALANCE SHEET AS AT 31.3.93		
Balance at bank -Lloyds deposit	46.25	45.71
-Lloyds current	776.65	542.17
-Giro	215.15	421.11
Cheques and cash in hand	<u>564.00</u>	<u>527.50</u>
	1602.05	1536.49
Less creditors		
NET ASSETS	<u>1602.05</u>	<u>1536.49</u>
Represented by		
Balance brought forward	1536.49	1630.88
Surplus for the year	65.56	-94.39
	<u>1602.05</u>	<u>1536.49</u>

20.4.93 MIKE WYNN Treasurer

1. This item includes £300 paid to Sandy Turner for expenses which we were not able to pay in previous years.
2. This item represents the cost of cheques which bounce.
3. Two members' banks paid their standing orders every month!

Membership Page

Cruising secretary report to the A.G.M.

Tim Forrester

1993 has proven a very successful season for those keen to cruise in Polycats. In particular the turn out at the 3 venue Summer meeting was heartening for those of us involved in the organisation. The first two meetings in the Exe and Plymouth were dominated by Tiki 21s and 26s as has become the pattern in recent years. Chris Sands used the good offices of the Starcross Yacht Club as a venue and some excellent sailing and socialising ensued in the sheltered waters of the Exe, where the sand and mussel banks proved a challenge to even the shallow draft cats.

The Plymouth meet ran the 'TIKI Nationals' this year with some cut and thrust competition resulting in an overall win for 26 MADGIC (Chris Sands) with Roger Cross' TIKI 21 sailed enthusiastically by Sally Turner, providing the closest challenge.

The third weekend down at Falmouth provided a rally reminiscent of meetings gone by with a mixed fleet

including 2 NARAI, 1 TANGAROA, 1 PAHI 31, and 3 TIKI 26s. A get together in a waterside pub in Falmouth allowed some old acquaintances to be renewed with 2 'elder statesmen' of the PCA, Bob Evans and Gordon Morris putting in appearances. A sail in company around Carrick Roads was followed by a Pursuit race to the Helford River where all the boats secured alongside Tremayne Quay for a BBQ and overnight stop. PCA T shirt prizes were awarded to Mike and Jan Smith (Tiki 26 Eumundi) for the pursuit race and to George and Inga (Tangaroa Nina) for the furthest sailed as they had just completed their passage back from the West Indies.

Some good cruising information has appeared in the 'Cat Corner' section of the Sea People, more UK and international contributions are eagerly sought.

Much concern and considerable debate has been generated over recent safety incidents involving PCA members. I would commend the MOCRA Safety at Sea Recommendations to any member in any doubt about their craft, equipment or crew, and I am able to supply copies of the recommendations and offer friendly advice if required.

Video project

Tim Francis

From the AGM's it has been clear that more and more video is being shot of Polynesian Cat activity, be it building, sailing or just partying. Following the August 93 issue of the Sailorman, discussions have been going on to see if we can create an annual PCA Sailing Video. The feedback which we have received on this idea has been very favourable and the general consensus is that such a tape would be very welcome. The ball is now in your court since we need more material. If you have shot any video of Wharram boats, etc., which you think would be of interest to everyone else, then please get in contact. At this stage, please do not send camera originals but if you have PAL VHS copies, then these would be helpful to us in planning what to include. The length or current state of the material is irrelevant - be it 30 minutes long and fully edited with commentary and music or 3 hours with no cuts - its the content which is of value: Ideally we would like to have contributions from all parts of the globe and have a blend of everything from building and launching though to sailing: If several people have covered the same even then we will look at the possibility of editing everything together. If you have a single outstanding shot or moments when things didn't quite go as planned, then these would also be welcomed - a sort of out-takes & "And finally..." type sequence. The potential is great and could turn out to be an annual event, its success depends entirely upon people contributing. If you have a camera but no boat or vice versa, please let us know so we can put the different parties in touch with each other. If you are considering filming something specifically for the tape and are in doubt as to what material we want, then please get in contact with me - if there is sufficient demand, I will prepare a 'Guide to filming at sea' paper to help spread the information and lessons learned the hard way from other video contributors. We look forward to receiving your material: Go forth and film it. Tim Francis can be contacted at F8, 22 Chatham Grove, Withington, Manchester. M20 8HS, England. 061.445.7297.

PCA OFFICERS 1993

Steve Turner chairman	Cornwall	Tel. 0752 822846
Chris Sands secretary	Devon	Tel. 0392 833258
Mike Wynn treasurer	Chesterfield	Tel. 0246 822895
Adrian Honeybill administration	Reading	Tel. 0734 873406
Scott Brown editor	Cornwall	Tel. 0752 815800
Tim Forrester sailing sec.(cruising)	Falmouth	Tel. 0326 375087
Dave Hender sailing sec.(racing)	Cornwall	Tel. 0752 229938
Malcolm Cox buying/selling	Leeds	write

When writing to officers above send via:

**P.C.A. Torpoint Yacht Harbour, Marine Drive, Torpoint, Cornwall.
PL11 2EH**

Vat & you (UK members)

Steve Studdon (Silent Annie)

By now you have probably heard of the new VAT regulations concerning proof of VAT paid on yachts and boats in the UK and the EEC. Basically it means you the owner has to prove that the VAT has been paid on your boat. Sounds easy, providing you have the bill of sale from wherever you bought your boat from, but for us builders its not quite so simple. Here is my own account of how it affected me. Wrote of to the Dover yacht team, address is as follows; HM Customs and Excise Dover Customs Yacht team PO box 1993 Kent CT16 1AQ I applied for the necessary form, it arrived with a large booklet attached, the form is in sextuplet, yes six pages, all the same but carbon copies. Its all quite straight forward as long as you follow the guidelines i.e. the leaflet attached to the forms. I was lucky here the customs highlighted the section which applies, Appendix A referred to in paragraph 7 I filled in the form accordingly and enclosed the following as proof of ownership 1. Moorings licence (copy) 2. S.S.R. (photocopy) 3. Insurance (photocopy) 4. Survey report (photocopy).

Now I sat back and waited, low and behold within a few days a letter arrived from C.E. no, not Church of England, Customs and Excise. Apparently I had forgotten they informed me that I had not signed and dated box (B) accounting details that is because in Box (B) you are not asked to sign and date it (a point to remember when you fill in your form) Secondly and most important to all builders, proof of ownership i.e. Bill of sale or invoice to substantiate ownership. How to get over this one. What else can I do to prove that Silent Annie is mine. I sent off the PCA Sea People No.14 1990 about the building of Silent Annie along with the form which was now signed and dated and sat back once again, and waited and waited and waited. At last a large brown envelope dropped through the letter box, Hooray!! I've got it!!, with a note attached it read Thank you for sighting out this article which was of most interest. (maybe some possible new PCA members here) The letter which was accompanied with the form reads. After due consideration and scrutiny of the documentary evidence we are now satisfied Blah, Blah, Blah! So the moral now is for all you self builders is to keep all your receipts (in a very large

box) Any articles you have had published in PCA and any other proof of ownership and maybe just maybe you will get your form. Keep building.

Book Reveiws

Ruth Wharram

During last year, Adlard Coles has brought out a number of very practical, informative and useful books.

Three of them are of particular interest to me.

"**Young Sailor**", An Introduction to Sailing and the Sea is a hard back book and costs £7.99. As it is a book which should and will be read a lot, it has to have a good cover! The book is very clear and well illustrated. It covers everything from Sea Terms, Parts of the boats, Anchoring and Ropes, sailing and tacking, Wind, Tides, Weather Maps, Charts, Compass, Lighthouses and Buoys etc. with a good glossary and index - all in 45 pages. In fact it is not only good for teaching young sailors, but also "Brushing up" knowledge of adults - certainly for me.

"**Basic Coastal Navigation**", the second edition of Conrad Dixon's book first published in 1968 is a paperback edition and costs £6.99. Since its first edition, 25 years ago, quite a lot has changed in the sailing world, but I think the Basic Navigation is still the same - even though details, for instance the buoyage system has changed of course the special chapter about "The Electronic Revolution", which has made navigation so much easier, is of course new. But whether you have Decca, Loran or a GPS (Global Position System) or not, it is still necessary to be able to navigate without them, and thus Conrad Dixon's second edition can only be recommended. We always took Conrad Dixon's books on our voyages - though my favourite Astro Navigation book is still Mary Blewett's.

The 3rd book, another paperback "**All at Sea**" by Clive Ward, costs £8.99 and is best described on the back cover of the book itself. "How often does one read in the yachting press of substandard workmanship, negligence on the part of boatyards, wrangles over salvage claims, late deliveries, breaches of contract, unwitting purchase of stolen boats, protracted insurance claims and faulty surveyors reports. All entertaining reading - as long as it does not happen to you." This is what it is. "Clive Ward treats us to an entertaining yet sobering collection of marine legal

stories aimed at keeping us out of the courts and on the water." This is the reason it is good to have it on hand ashore or on the boat, so that, if anything happens, there might just be the right advice for you in this book.

Three other books which we also received, all paper back are:

"**Boat Handling under Power**", by John Mellor, £9.99. This is perhaps rather a big book for our purposes, but how to handle a boat under power is of course also essential for most sailors, even if they mainly use sails for propulsion. So, this book is certainly worth having, studying and having at hand.

The same applies to Terry Smith's "**Looking after your Dinghy**", also £9.99, and Micheal Verney's "**The Complete Book of Yacht Care**" at £14.99.

Micheal Verney explains how to maintain your boat at a minimum of cost, including repairs and improvements.

All the books are clear and well illustrated with photos and diagrams. So, for approx. £60 you could have the beginning of a very good boat's library.

You may have most of the above mentioned information in other, older books already, but I think these modern ones are clearer and better illustrated.

The Ditty Bag

For Sale

Pahi 42 hulls, 2 crossbeams and wood for mast. Good headstart for someone starting construction. Lying at Tremletts Boatyard, Topsham, nr. Exeter, £2000 ono Contact Tremletts (0392 873680), or **Simon Tytherleigh** (0884 32605) for an opinion.

For Sale

My Narai is for Sale, Major refit is 90% complete including new cockpit, beams, Hinging ramp, forward walkway. Alloy mast, fully sheathed hulls, etc. £12,500.

Scott Brown.

NINE OUT OF TEN CATS PREFER JECKELLS



Jeckells supplied all sails for "Spirit of Gaia", James Wharram's PAHI 63

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Jeckells Sails Limited, Station Road, Wroxham, Norfolk, NR12 8UT, UK,

NZ News

(I thought I would include this verbatim to tell all PCA members what is going on in NZ, and perhaps reach a few people Don hasn't managed to contact. In future it may be edited in this magazine for pieces of World-wide interest. Keep sending them Don)

NEW ZEALAND WHARRAM NEWS 1

APRIL 1992.

Since I took over the Agency in the latter part of 1992, I have been endeavouring to contact as many Wharram owners, builders and enthusiasts as possible. The purpose is to form a group - the NZ Wharram Polynesian Catamaran Association - with a view to exchanging ideas and experiences through a newsletter. Also by putting people in local areas of the country in touch with each other, they can, if they wish, have meetings for a yarn or local sail meetings. I plan to include a list of names and addresses of everyone involved in the next newsletter. If you would prefer not to be included, please let me know. Any information about other interested Wharram types would be appreciated. An Auckland meeting was held in February and a total of fifteen attended. A video of Tikis sailing off the south coast of England and the launching and maiden voyage of James Wharram's 63 foot Gaia was shown. It is a magnificent looking boat and recently sailed down to Spain & Portugal. They are probably in the Canaries by now. I had a letter from Ruth Wharram when they were in Ribadeo, Spain. The trip had gone well and the boat had proven easily driven by its modest schooner rig.

Stu Rolph is currently building a 63 footer in South Island and a couple of others may be started in the near future. Stu has, I heard, completed one hull so far.

Other Builders that I have heard about are:

Gerrard Kenny	Dunedin	Narai IV
Terry Henry	Karitane	Oro
Graham Mosen	Inglewood	Hitia 14
Richard Scantlebury	Paraparaumu	Tangaroa
Chris & Keri Downs	Paekakariki	Tanenui 28
Ken & Sue Branch	Auckland	Tiki 26
Mike Malone	Auckland	Pahi 26
Dave French	Plimmerton	Narai IV
John Snelgrove	Allandale	Tiki 21

Boats recently launched that I have heard about:

David & Jan Munster	Christchurch	Pahi 42
Gail & Mike Shivan	Napier	Himemoa
Charlie & Heather	Wrigglesworth	Auckland
		Pahi 34 (stretched Pahi 31).

I have recently sailed quite extensively on Charlie & Heather's boat. It's beautifully built and

has a Tiki type short gaff rig. There is a very comfortable centre cockpit and she's driven by a 9.9 hp outboard. Greg Childs of Auckland has recently bought a Hinemoa called OWL and Rob Wilcox has bought a Narai IV. John Clarke also of Auckland is selling a Narai. Tony & Wendy Murray of Tauranga now own IKA ROA, a Narai IV, which Tim & Heather Whelan built and sailed out from England some while ago. They sound to be having some good trips sailing her. Tony wrote an interesting article in the latest issue of the Seapeople Magazine about a trip to the Mercury Islands. Ocean Sailing The most noteworthy happening of the last year was the arrival of Rory McDougal in Auckland having sailed from England in this Tiki 21. He came via Spain, Portugal, Canaries, Panama, Easter Island, Mangareva and the Cook Islands. He sailed all the way single-handed except across the Atlantic when a 'hitch hiker' signed on as crew. I was on board Rory's boat recently. She looks in great condition. You would never guess so many miles had passed under her keel! The horizontally pivoting self-steering vane acts directly on the tillers and can be quickly set up on either side of the boat for long courses. Rory extended the cabin tops a little and modified the beam mountings slightly. He also made canvas hoods over the main hatches into the hulls, which keeps spray and rain out when the hatches were open and improved ventilation down below. There was no major gear failures en route and the whole trip is a great testament to both Rory's seamanship and the seaworthiness of Wharram's designs. Auckland Sailing Meeting The meeting last month at Motuihe Island was spoiled by the weather, since with winds forecast of up to 30 knots, only five of the expected nine boat owners were able to attend. However, despite one or two anchors dragging on a patch of poor holding, it was a good day and everyone was able to have a yarn, compare notes and pick up a few ideas. There was a brisk sail home and hopefully another meeting can be arranged before too long. End Plates or Vortex Generators These have been in the news in the last few years.

They have been tried on catamarans and from all accounts do help prevent leeway and improve tacking. I know of three Wharrams with them - an Ariki, a Narai IV and a Hinemoa. Each plate is quite different in its relative size to its hull. It would seem the biggest danger is possible interference with the ability of the boat to slide off sideways in a gust or in extreme conditions. I had a letter some while ago from David Coe, a Canadian Narai owner. He has installed some winglets on only the inside edges of the keels. They are six feet long and about six inches wide. Apparently they are very successful, perhaps this is the right compromise. There is a good article in the American Multihulls Magazine Jan/Feb 1992 which deals with vortex generators. The author concludes that they only need be mounted on the inside of the hulls, parallel to the water line, and 15% of the waterline length long. Does anyone have any comments or practical experiences to relate? Parachute Sea Anchors. This is another topic I would like to put forward for comment. I don't currently have one, but from many accounts it would seem very worthwhile to have a parachute for offshore use (or even coastal if caught out) if the conditions became severe. Has anyone used one on a Wharram in New Zealand waters? A parachute was used on the Rose Noelle Trimaran without total success but it may not have been deployed properly, particularly the trip line. It seems that the crew had never practised using it before. There is a good booklet by the Casanovas available on Parachute anchoring, which is largely based on their experiences in the Southern ocean and rounding the Horn. Further Newsletter I hope to be able to send them out periodically but a large extent it depends on feedback. So I hope to hear from you with tales of sailing or building experiences, practical tips and so forth.

Dr. Don Brazier PO Box
38814, Howick, Auckland,
tel: (09).5341346.

Queensland Tiki 26 for under £3000?

Letter to JWD from
Ian Kitney

22/09/93 Well the dam thing floats! After seven and a half months of concentrated effort my lovely little Tiki 26 has been transformed from a pile of plywood and some bottles of epoxy into a boat. I love it. You may recall I was living in the Northern Territory when I ordered the plans, we shifted down here in December 1992 and the construction started in mid January this year. The boat was launched 4th September - great party. You may be interested in some details. The ply, and all softwood for stringers, crossbeams etc. is hoop pine, a local plantation timber. The ply is CD grade- equivalent to one side good Douglas Fir as specified, although as 6mm was unavailable I used 7mm for the hull planking etc. It doesn't seem to have made much difference as she floats pretty well on the design waterline. The stringer/crossbeam material is lovely straight grained stuff- I specified it was for boat building and the timber mill managed to find enough without knots for my needs. Total timber costs (I got the hardwood for free) was only \$900.00 Australian, around £400-425 limmey money. The epoxy I used is fairly new to the Australian market - a product from America called Systems Three. Although only marginally cheaper than West/Bote Cote etc., it's best feature is three grades of Hardener - Slow, Medium and Fast -to cover a wide range of conditions. I used slow hardener at the beginning of the project (hot weather) and went to medium as the weather cooled towards the middle of the year. Different grades of hardener can be mixed to tailor setting times and I found it an excellent product in all respects. There was never any problem with it setting off in the pot -the only effect noticeable was it tended to thin out with the heat of the catalytic reaction sometimes requiring the addition of more filler when filleting. It sets clear as well, unlike a brand of cheaper stuff available here which goes red and is absolute crap. I only used 4 by 30 litre packs and had about 10 litres left over. I've followed the plans exactly in all main aspects the only deviation being in the name of economy. The foredeck is 3/8th ply with stringers glued

on and lashed between the mast and forebeams, very strong and solid and \$30 instead of \$250 for a trampoline. The cockpit seats are slatted hardwood (\$8 for screws, timber for free), while the major change is the rig. I am using a secondhand Bermudan rig - fully battened main, 28 foot mast and two headsails at a total cost including new rigging wire (gal) of around \$1200. This is roughly the cost of just the main for the gaff rig. I apologise for this change, as I have tremendous faith in your designs and I did not do it without a great deal of thought. Unfortunately I had to let economic considerations prevail, if the rig falls over or the boatsails like a dog (it won't I'm sure) I won't blame you. The sail area will be roughly the same mainsail/headsail ratio so I don't anticipate any problems at all. In all other aspects the boat is strictly as per plan, and I was most gratified to find how easy it all was, even to a total woodworking novice like myself. Anyway all that remains is to stand the stick up and rig it. She motors really well with a \$400 Honda 7.5 H.P. four stroke outboard - 5-6 knots at 3/4 throttle, and on launching day with ten adults and six kids on board was very easy to manoeuvre and moor. I love it! Had lots of compliments on her as well -one of the main ones being "Is that a Wharram? Gee it's a pretty little boat, don't see many that haven't been stuffed up." Unfortunately every bastards a designer - there's a Tane for instance in the river here with a bridgedeck and underslung rudders pivoted through the back decks, and an Ariki (UGH) with a veritable block of flats, full hard deck and a washing machine, large diesel and 14 foot glass runabout on davits. It must all make you cringe, I know it does me, especially the Ariki, as I sailed on a standard one in the Whitsundays and loved it. Sadly people look at these abortions and bag all Wharrams as a consequence (Sail like dogs, won't go to windward etc). However I am finally convinced that as long as one adheres to the design and has the right personal philosophy your boats are ultimately extremely satisfactory and cheap! My little boat, with rig and engine saves me about \$6000 - under £3000 your money, and that's without cutting corners in materials and construction (I am an expert scrounger and mechanic). Well that's about it, I've rabited on enough I think.

24/11/93 Hi Folks, Time for an update. Since I wrote the last bit I've rigged the boat - the first mast lasted about 4 hours then bent (a bit light), so I scored a broken mast off a 38 footer and built

another one. Took it out with full sail up in 30 knot winds and it didn't fall down or even flex much, so I'm quite happy. I'm also very happy with the way the little bugger goes. Anyone who slags the Wharram's sailing qualities hasn't got a bloody clue. It works well to windward as long as I let it fool and don't try to crowd it up into the wind, and when it gets a gust it just digs in and flies (the coffee cups on the deck don't fall over either). Off the breeze in 8-10 knots it's averaged 8 knots over a measured four miles (exactly 30 minutes) and in 10-15 knots on a reach just chugs along at 10-12 knots. I've had friends out for the day with their 2&4 year old toddlers, no problem at all with all the deck space and it's also a very good fishing platform. The shoal draught is very welcome in the Sandy Straits as the name implies there are large areas of drying sandbanks between the mainland and Fraser Island (it's rather like a huge estuary), so sandbank hopping means you can cut a lot of corners. Mind you I did run it up the Middle Bank taking a bit of a shortcut - rising tide had it up and off in 10 minutes so no problem. I don't even bother with a tender at this stage, put it on the beach, let the people off, then wade out and anchor it. I might need one for the winter though it does get cool, even in Queensland in the winter. Love the way it punches a current too, you get 2-4 knot tides here and in an impromptu test of sailing ability the other day just walked away upcurrent from a 30 foot mono that was just behind us. The wind was forward of the beam and fluking off the hills of Fraser at 5-10 knots. We never once stopped but the mono was often going backwards. "Cop that you bastards" (*Non Aussie speaking translation "I do believe we're beating them" Ed.*), was the prevailing sentiment aboard. Anyway as you've probably gathered I'm as happy as I could possibly be with my little boat. I must admit the actuality far exceeds the expectations I had of it.

The Ditty Bag

For Sale

PAHI 31 building plans, never used.
Contact: **Tim Francis**. F8, 22
Chatham Grove, Withington,
Manchester, M20 8HS. England.
061 445 7297. price: open to offers.

Building in Bali

Colin & Mellyana Flynn

The construction of Tanenui 128 has finally started! We have not yet decided on a name for her, but it will be something Indonesian. I'm sure. I found it impossible to get genuine marine ply here, so settled for 12mm top grade waterproof ply, which here is made of hardwoods and beautifully faced each side with Ramin - a timber I'm sure you will know. There are also very few voids in it and those I have found are easily filled with epoxy. The pine available here is very light and soft, so after careful evaluation I settled on a local semi-hardwood called CAMPER - you will probably know it better as Camphor-wood. It is easily worked once properly dried, and is cheap and very available. Also, I feel I am not contributing to the destruction of the hardwood forests! My timber-yard owner told me I should use teak for the whole boat - when I refused he suggested Mahogany, and when I told him I would use Camper he really looked down his nose! Still, the complete order for the construction of both hulls, all P.A.R. and with the 25 degree angle on the stringers, was delivered to my house in 2 days. (I waited 2 weeks for the waterproof/proof ply to be delivered from Surabaya, Java by the same timber-yard.) The cost so far for all ply and timber to build both hulls including fitting out of furniture etc. and epoxy glue, brass screws etc. (no nails, I will glue and screw everything) except outer keels and outer stem/stern posts, is about £750. The outer keels and stem/stern posts will be hardwood - about another £100. I find

I can get nylon fabric easily, and marine epoxy paint is also available so I shall use that method for sheathing instead of glass-fibre. The epoxy glue is Indonesian made and really excellent stuff, consistency, when mixed, is rather similar to "Araldite" - smells the same too! Cost about £5 for 2 tins which make up to about 2/3rds gallon, so not too expensive. We are enjoying the building together, but the wet season has started here and it is very hard work to make any significant progress in the humidity we now have. Fortunately, I have electric tools - drill, saw, planer, sander - which I brought back after my holiday in U.K. in August, but I still need a regular "fluid top up" !!

British Columbia Tanenui

E.J. Beard

(Works at the Triple Island Lightstation, so you know who to blame if it isn't working. Ed)

I'm living in FIREWEED (Tanenui) now, when I'm not out at Triple. Four weeks at Triple and four weeks in FIREWEED, I've been at this schedule for just over a year and enjoying it very much. Still have much to do to finish FIREWEED as I would like her. Still have got quite a bit done and have sailed in her more in the past year than in the previous three years. I'm paying dearly though for building her so heavy. Her marks are six inches higher than they should be on the other hand she is one tough gal with all that glass and epoxy. Have made contact with a few logs in four foot seas (at the higher tides we

have mine fields of logs) and twice the bottom has suddenly leaped up. She has weathered them all with no damage other than scraped paint and me with a red face. There's always the conflict of doing work when the weather is nice or of going sailing. I much prefer the sailing but boot myself every so often and do up another project. I've insulated the starboard hull with 3/4 inch styrofoam. It made a great difference in warmth, particularly last winter when the temp dropped to ten degrees F. Have the port hull to do but didn't get it done as it was such a beautiful summer for sailing. I built a pilot house on the starboard hull. It is sure nice to be below in the rain and wind and still be able to see where you are going. However the two gales we have weathered were so exhilarating that I forgot to go below. I am working on a wheel steering system for steering from inside the pilot house. I have a stern entry into the pilot house, as well as the standard side entry. I can sit or if I remove the bunk board stand in the pilot house. I decked over the area between the fifth beam and the stern. Makes it much safer in rough weather handling the main sail and to get at the Navico tiller/pilot I mounted on her. The port side of this platform will be able to be dropped to the water, as in some of the larger designs. I had a bad experience last winter where the small inflatable dinghy I had collapsed and rolled over on me. I spent 1/2 hour in the water which was 30 degrees F, before I was able to get back to FIREWEED. Fortunately I have become in the habit of having my floater vest on as ninety nine percent of the time I am single handed. However when I did get back to FIREWEED I had another prob-

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lem. The only way back on deck was through the outboard bracket. As the engine was in the up position I had to get it lowered from in the water, so that I could use it as a step. I got part of the way up but because I had on rain gear, floater vest, jacket, sweater, shirt and long underwear I was to big to fit through the gap between outboard and deck. Had to drop back into the water and strip off some of the gear before I could fit through. Nothing like that to get a person thinking about easier ways to get aboard if you should happen to go over the side. I've made a couple of boxes for on deck. One fits in front of the port cabin and has a compartment for the propane bottle and the rest of it holds anchor chain and rope. The other fits behind the port cabin and holds ninety litres of gas in containers and a large hand bilge pump. I haven't decided as yet how I'm going to shape the box for in front of the starboard cabin, as that is where I put the hard dinghy I built to take the place of the inflatable one. I carry the hard dinghy on the foredeck, ahead of the mast. I mounted an anchor windless on the walk way from the first beam to the bow. It makes it much easier to lift the 32lb Bruce and the sixty feet (increasing it to one hundred fifty feet, Schedule 40) chain I use for my main anchor. The Bruce would bury itself so deep at times I would have to either sail or motor it out. With the windless I don't have that problem. As I mentioned earlier we have been in a couple of gales. One last fall raised a few eyebrows from some members of the yacht club where I leave FIREWEED when I'm out at Triple. We were out at a favourite fishing spot for a lot of sports fishermen as well as the charter boats. The other charter boats were tied up to some old pilings. As I don't like being crowded FIREWEED and I were anchored the other side of the bay with a few commercial fishing boats ahead of us. I woke up much later than I usually do and before I climbed out of my bunk could feel that FIREWEED had swung on her anchor and was much more restless. On poking my head out I could see that all but two of the boats had left and they were heading out. On looking around and out to the sound, I could see lots of white water. Turning on the radio I found out that the weather had changed drastically and that it was gale warnings going to storm warnings by early afternoon. Decision time. I didn't like the rocky shore a hundred feet to our lee. Thought of sailing her up onto the sand beach ahead of us and sitting the storm out on the hard (a very nice option

of the cat). Decided finally to head back to the town thirty miles away. The wind was thirty to thirty-five, seas four to five feet and ahead of our starboard beam for the sail back. I have no idea how fast we were going but we caught up to a trawler, which usually travel at around eight knots. It was about a mile ahead of us when we started and ended up a mile behind us after about twenty miles, when we entered sheltered water. Would like to know what he was thinking when we passed him. We sure didn't have dry decks, there was water flying everywhere. I heard after that quite a few people were very surprised that FIREWEED could handle that kind of weather. The only two other multi-hulls up here are power boats, both catamarans. One is a Coast Guard vessel thirty two feet and the other an RCMP vessel about thirty-six to thirty-eight feet. The second gale we were in we didn't really have to have been in. We were anchored in a small snug bay and I suddenly figured I would go back to Rupert. There was really no need and I knew that winds were up to thirty-three knots in the sound. We beat out for four hours before I got some sense and started to figure time distance to go. I figured it would be another five hours beating before we could turn and run for the harbour, why am I doing this? Neither FIREWEED nor myself had to be in town, so turned around and ran back to anchorage. Took us half an hour. This brings us to the only problem I have with FIREWEED. When beating hard on the wind she hobby-horses very badly. For example we were beating into thirtythree knots of wind under reefed main, reefed staysail and storm jib, at six to seven knots in four to five foot seas. On the first wave she rocks fore and aft, on the second wave she rocks a little more and so on, until the fourth or fifth wave she buries her bows. The speed drops to one and a half to two knots then it starts all over again. I was wondering if the vortex generators would alter this behaviour? I've tried everything else I can think of without any changes. Has there been any more information come out about them since May 1991. Last spring I purchased the drifter for FIREWEED. So that gives me main, staysail, jib, stormsail (40 sq. feet which can be hanked onto inner or outer forestays) and drifter. Has a large fireweed flower on it and has received quite a few favourable comments. I was very surprised the first time I used it. I had been sailing along at five knots with all working sail. The wind gradually went away until it appeared to go calm. Just for the hell of it I put up the

drifter and was greatly pleased to find us moving again and obtained a speed of two knots in an apparent calm. Took a friend of mine out who has a thirty foot monohull for more than ten years but who had never been in a multi-hull. He was astounded at the ease we moved through the water. Figured his boat would have been stopped dead in the water. Had him out another time in twenty knots of wind. We were making nine plus knots through the water and he thought it was really unbelievable. In August I went down to Nanaimo on Vancouver Island, four hundred miles south of here. He had his boat down there and asked me if I would sail in SKYBIRD back up with him. We covered about six hundred miles in three weeks, just beachcombing and exploring. We had some excellent sailing but for all the comforts he has I prefer the cat. Had some excellent Chinook salmon fishing this spring. I smoked and canned it and thought you might like some. So have included a couple of jars.

This to JWD and they all look OK on it so perhaps we could have an article on Catching, Smoking, and Canning Salmon for a future magazine? UK read Mackerel (Ed.)

The Ditty Bag

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Safety

- the forgotten factor?

By Simon Tytherleigh

Two years ago I came across some wreckage on a beach in North Cornwall. It was quite unmistakable - the steep angles and big epoxy fillets showed it was part of a Wharram, wrecked who knows where and cast ashore on this iron-bound coast. All that was left was a single bulkhead and a scrap of hull held together with epoxy

It is a nightmare which recurs whenever I read about the too-often disastrous first experiences of Wharram builders. I have been there too: my own first trip was very nearly the last. Being tossed across Lyme Bay with a dodgy engine and sails that would not set properly was no fun; if someone had offered me ten quid for the boat that evening, I would have been grateful.

Instead I tried to analyse what had gone wrong, so it would never happen again. It boils down to lack of preparation in several areas, and for various reasons, but seems to happen so often to Wharram builders that it is worth going into some detail.

1) RIG and ENGINE. It must be true to say that few of us have any real idea of final costs when we are dreaming at the start. We tend to think of the boat as being the ply and epoxy thing that takes shape under our hands, and too often there is very little money left for the rigging and the engine. My estimate is that hull costs are

about a third of the overall cost. A new mast and rigging for a Pahi 31 may well come to £3,000, a new 9.9 Yamaha four-stroke nearly £2,000, a suit of sails £2,000; and these are all things that we cannot make ourselves. They have to be budgeted for at the start, if the maiden shipwreck is to be given a wide berth. A baggy set of second-hand sails on an old mast coupled with a feeble engine is an invitation to disaster. Yes you CAN get away with just a tiny outboard to get you in and out of harbour, but you had better be a brilliant sailor and never go out in any sort of blow. The old sea-dogs in square-riggers knew their limitations, and were terrified of being "embayed", that is stuck tacking back and forth across a bay, but never making progress out, and eventually being dashed on the rocks. Money spent on a good rig and a powerful engine is a safety factor if nothing else. Unfortunately Older Wharram plans tend not to be too detailed on rigs and engines, I suppose because so many people do their own thing, but it doesn't mean that serious thought should not be given.

2) SAFETY EQUIPMENT. The boat should be properly equipped with the necessary gear to cope with emergencies. MOCRA have published a very good run down on what is required. Just because Wharrams are very tough and seaworthy does not mean that a bilge pump is unnecessary. A VHF, an almanac, flares, harnesses and lifejackets, navigation equipment, binoculars, anchors, the list is endless: in extremis, a Mars bar may mean the difference between life and death. Just about the only thing I would not have aboard my cat is a life raft; better sailors than me reckon they are positively

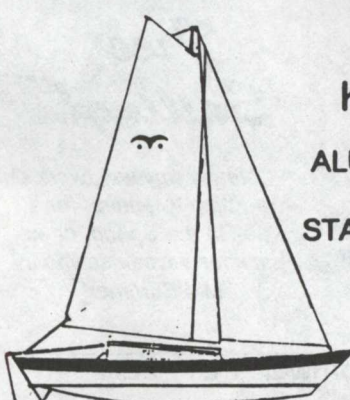
dangerous on multis (*?Who?Why?Ed.*)

3) THE SKIPPER. Launching a new boat, YOUR boat, is one of life's great thrills. It looks so beautiful that you can't wait to get out there and sail to the horizon. After years of preparing the boat, many people give hardly a thought to preparing themselves. There are excellent RYA courses all over the country which will brush up on seamanship and navigation skills, Or you could get some time in on a PCA member's boat, even charter Mannini Pahi! The skipper must be properly prepared and must not get carried away. I was so keen to get out of the notorious Axe river that I did not pay attention to the forecast of F5 rising to a full gale. The initial thrill soon evaporated, and we beat feebly to windward for eight hours to gain eight miles, which leads to the last point:

4) SEA TRIALS. After my first horrendous experience, I dumped the lousy engine and bought a Yamaha, which is the best thing since ply and epoxy. We checked every piece of rigging, and put up every sail in harbour to be sure they worked properly. Sheet leads were adjusted, fittings double checked for strength. Eight weeks later Nellie was really ready and we took her out in nearly a flat calm for sea trials. For a whole season we went out in varying conditions to see how she went, to build our confidence, and to test the boat. After one season she came out of the water again for a major refit (detailed elsewhere) which was a direct result of our sea trials. Now we have a lovely cruising boat that fits our requirements very closely, and we can have confidence in her.

Tacking is frequently a problem for

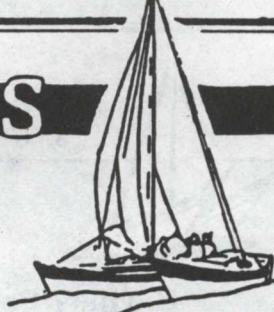
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owners new to cats, largely because they expect the boat to go about just like a mono. It won't. You may go backwards until you have hauled round the sheets, but then you accelerate very quickly on the new board. It isn't just a problem for the cat. Other vessels may not anticipate your manoeuvre, and in a narrow channel this could be serious. I well remember the faces of a motor boat's crew as they saw Nellie gently turn around in the mouth of the Exe and suddenly rush towards them at eight knots. Although it was our right of way, we had to slacken the sheets and let them pass; they didn't know what to expect. This season I am planning some longer trips, and we are busy making sure the boat is as safe as we can make her. I have started a rolling programme of replacing the lashings, so there will be some new, some old, with the spare drum kept in the dark at home. An aft netting ramp means that a person overboard

could crawl back aboard. A danbuoy made from a bamboo pole, some lead pipe and a float will help to locate them. On the navigation side we are equipped with a B. & G. Focus log/Depth, compass plus handbearing compass, binoculars., charts etc. An RDF will be next, and a GPS if they ever get cheap enough. We have a VHF which is most certainly a safety aid even if it is a nuisance. It is all a long way from those early dreams of a cheap and care-free life, but I like to think that I am learning some valuable lessons about sailing along the way.

Personally I think Simon's kit about right for serious cruising (Although I never did get on with RDF). Aside from the article, I do feel that means of rescue comes too high in peoples priorities compared with self-

help and survival; having a RT in the Channel, or an EPIRB on the Oceans means when the going gets really tough, you have options. They should not be substitutes for experience. We have all read of PCA members that have survived the worst that could be thrown at them and been "richer" for it. Don't get me wrong, I'm not against high tech. I used to delight in arriving at a precise position when teaching "blind" navigation in fog in my Sea School days purely by compass, log, and tidal data - we had no radio-aids. Now I switch on the hand held Magellan GPS giving instant lat/long, SOG, COG, VMG, Course to next Waypoint, etc. etc.! One could say that my passage making is a lot safer, but is that true? (Ed.)

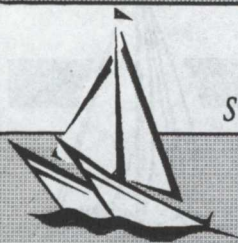
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Lightning!

Jacque Grassart

The lightning mechanism

It is widely known that a lightning is an electrical discharge. Those of interest to the sailor are the discharges between the clouds and the sea or the boat. The discharge occurs when the raising potential difference (voltage) between the cloud bottom and its surrounding is large enough to initiate a wandering low intensity discharge called "leader". This one progresses to the ground, followed by the potential, following the potential "slopes" (gradients) due amongst others to charge "bubbles" in the atmosphere. It ionises the air on its way and brings cloud potential with itself, until it is at "striking distance" of a ground, i.e. the ground itself, or the sea, or any element at ground potential. The high intensity flash then occurs, linking the ground and the clouds bottom through the low resistance ionized path created by the leader.

The striking distance depends on the cloud potential, and may be anywhere between a few meters and, say, hundred meters, rarely more. The leader tip may therefore be visualised as a sphere whose radius is the striking distance. As soon as the sphere touches a point at ground potential, the flash occurs with such point. If a grounded pole sits in the leader vicinity, for obvious geometrical reasons, the pole will be touched earlier than any closely surrounding point, and it is with the pole that the flash occurs. The larger the striking distance, the larger the area protected by the pole.

Protection against flash

The lightning is a very short (microseconds) pulse of very high intensity (10,000 to 150,000 amperes). Therefore if a mast is struck, even with a minimal discharging path resistance and inductance, the voltage of the discharge on its way from the top to the sea is very high (millions volts). It is able to produce a secondary flash through the air, or puncture a thin or medium isolating sheet if the discharging path happens to be electrically close to an alternate ground. It is the dangerous "side flash", which may strike somebody close to a struck tree (the body offers less impedance than the remainder of the tree trunk), or puncture the hull of a boat with a keel stepped mast, or strike somebody sitting in the cabin just under abridge stepped mast. The higher the impedance of a discharging path, the

higher the chances of a side flash, and also the higher the energy dissipated in the path. If struck, a wet wooden boat could well explode, as some trees do. This is why (wet) wooden masts should have a metallic cap, or better a rod at mast top, and a conductor down to the sea (1 cm diameter is large enough.)

Metallic masts just need to have their base grounded, i.e., connected to one or more metallic plates in the sea. The larger the plate, the lower the ground resistance, and the side flash probability. During a thunderstorm, it is however recommended not to stay close to both the mast and a ground or potential ground, i.e. the sea, something electrically connected to the sea, or some electrical conductor not far from the sea. With the very high voltages involved, flashes may occur and link conductors well isolated at a lower voltage.

The safest boats from this point of view are probably the cats with beam stepped masts, as the mast bottom comes just over the sea and a bit of hanging chain provides a direct path to the sea during thunderstorms. There is however a possible side path through the shrouds, particularly if the seas are high and come close to the shroud's bottom. The Wharham shroud bottom lashings could then be a problem because of their low conductivity and the resultant high energy dissipation. A discharge could destroy them, if not shunted by a metallic cable, or at least destroy the one that the discharging flash would go through.

For what regards the mast top, the VHF antenna is usually the highest point, therefore the most likely to be struck. If we want to protect it, we should have a higher metallic pole nearby. But the probability of being struck is low in most cases. So it is more economical to just carry a spare antenna, which may be useful in other circumstances.

Grounding the mast increases its probability of being struck. It is precisely such higher probability which is protective to the surroundings, as the mast then concentrates on itself the probability of striking everything around. Trying to isolate the mast in an attempt of being kind to it is foolhardy in two ways. First, it is not kind to the surroundings. Second, it would be very difficult to really isolate such a high structure considering the voltages involved. The mast would most probably be at ground potential anyway, but the higher resistance of the discharging path would make the discharge very destructive, and particularly prone to side flashes.

Risk Assessment

Generally speaking, the thunderstorms are more frequent over land than over the seas, and in hot regions than at colder places. There are charts showing the mean number of thunderstorms per year in various regions, and statistics on the mean number of strikes per hour and square kilometre during thunderstorms. Combining this with the striking distances and an estimate of the mean thunderstorm duration (1 hour), it is possible to roughly estimate the mean time interval between two strikes on a boat, in various regions of the world.

Here are the figures for a boat with a grounded mast top 15 meters above a flat sea without the protection of nearby high structures.

Region
Southern Atlantic and Indian Oceans,
SE Pacific. 650 Years.

Northern Atlantic and Indian Oceans,
Pacific, English Channel. 325 Years.

Mediterranean. 100 Years

Tropical American and African coasts
down to 25 Years.

The numbers are clearly approximate and somewhat pessimistic, as not many thunderstorms threaten a place as much as during one hour. Around 15 meters, the risk is grossly proportional to the mast height.

(Perhaps the members will understand that paragraph better than I do, I don't seem to be able to get my brain round around it! Ed.)

A mean interval of 100 years between strikes of a 15 meter mast also means that every year, 1 out of 100 boats with 15 meter mast will be struck.

(Er, did the DTp have anything to do with these statistics, 'cause when they hear this we will banned from erecting masts! Obviously this is not so in practice. Ed.)

The risk of dying in a traffic accident is about 1 out of 5000 every year. So, if you fasten your seat belt, be consistent and protect yourself reasonably against lightning.

Reference: *Lightning Protection* by R H Golde (Edward Arnold - 1973)

Interesting subject Jacques, I would like to receive information from the members on their experiences of lightning at sea, and will publish them.

CAT CORNER

River Camel and estuary

Peter Green

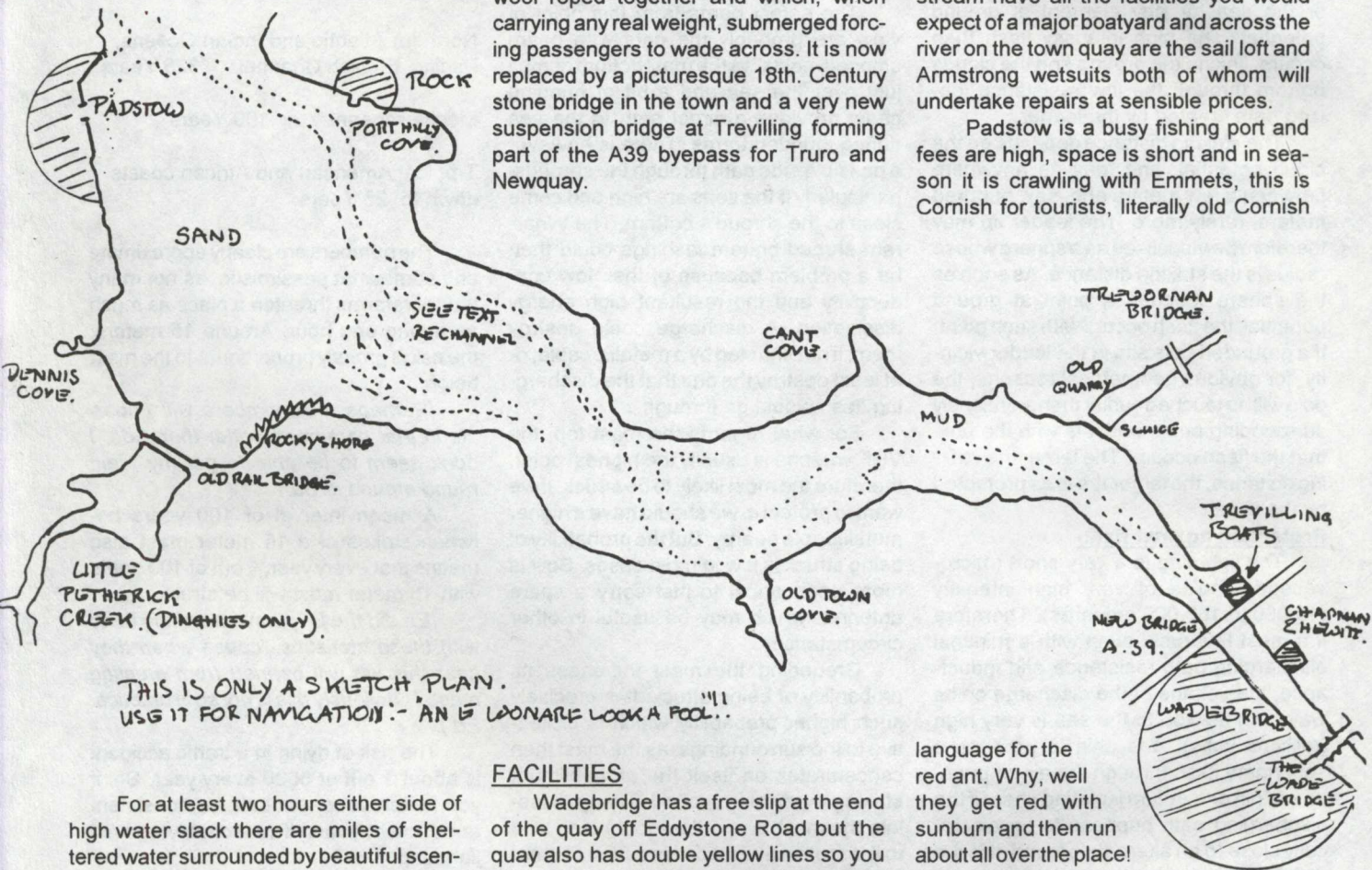
(probably longest existing member)

The north Cornwall coast is not over endowed with havens so I thought I would bung in a few lines about my home waters. From the mouth of the estuary in as far as Padstow is covered by any proper chart but not all show from Padstow upstream as far as Wadebridge. This is a pity because although it dries out almost completely at low tide and is therefore not much use to a deep fin keel boat. For 'one of us', it has great possibilities and the locals with their bilge keels and centre board boats have it all to themselves at present.

Camel shift considerably from month to month. Navigation above Padstow should only be undertaken after obtaining local advice! It all sounds very daunting but remember that we Polynesians with our almost unique stability and shallow draught have nothing to fear provided we do take that local advice. The above is of course aimed mainly at ocean cruisers who might care to stop over on a cruise or even to use the Camel as a base (see facilities section) Coastal trekkers and wetarses (Hitias) should have a ball, the waters are uncrowded and the whole area is teeming with wildlife and places of interest, (apart from the pub that is) So if you are thinking of bringing your Tiki or similar to the southwest this year, think about the Camel. Wadebridge itself dates from the 15th. century and takes its name from the first bridge which was simply bales of wool roped together and which, when carrying any real weight, submerged forcing passengers to wade across. It is now replaced by a picturesque 18th. Century stone bridge in the town and a very new suspension bridge at Trevilling forming part of the A39 bypass for Truro and Newquay.

£10 per week and this includes parking for car and trailer. But space is limited so ring up and book in advance if you wish to use this facility. Trevilling boats is neither a chandlery nor a marina, Mr. Gill is a bot builder but he carries a small stock of useful bits and bobs and he knows where best to get what he has not got. He also has a limited number of moorings available, either temporary, (included in launching and parking fee), or permanent. Orthodox facilities are basic, simply fresh water (drinkable), power, (10p. in slot) and a friendly welcome. Other facilities include, Heron, Kingfisher, Grey and Pied wagtails, Redshank, Curlew, Dunlin, assorted gulls, little grebe and the almost inevitable freeloading Mallard and Mute swans; interested! If you are unlucky enough to need major repairs Chapman and Hewitt about 100 yds further upstream have all the facilities you would expect of a major boatyard and across the river on the town quay are the sail loft and Armstrong wetsuits both of whom will undertake repairs at sensible prices.

Padstow is a busy fishing port and fees are high, space is short and in season it is crawling with Emmets, this is Cornish for tourists, literally old Cornish



THIS IS ONLY A SKETCH PLAN.
USE IT FOR NAVIGATION! - AN E LONARF LOK A POOL!!

For at least two hours either side of high water slack there are miles of sheltered water surrounded by beautiful scenery and at low water acres of mud and sand with a little shale, but no rocks on which you can sit level and try that interesting recipe, go walkies, sunbathe or just relax and watch the birds, (both kinds if you are near any of the beaches) There is no point in marking the channels in any detail because; to quote Imray chart no.58. caution no.2 'The channels of the river

FACILITIES

Wadebridge has a free slip at the end of the quay off Eddystone Road but the quay also has double yellow lines so you will have to shift your motor after launching and find somewhere else to leave it during your cruise. All car parks in the town are pay and display except the cattle market which is not available on market day (Monday) But do not despair! Trevilling boats on Bradfords quay lane about a mile out of town have two slips for the use of which Mr. Gill the proprietor, charges

language for the red ant. Why, well they get red with sunburn and then run about all over the place! Across the estuary from Padstow is Rock with a free slip and a parking problem. The chart shows yacht moorings but visitors are not welcome e.g. 'This is a private club' 'I can see that, tis the telephone I'm after not your bar' Nice one Ian, anyhow I think I have covered all the major details, so I will leave it at that for now.

The Attack!

Alain Jacot-Descombes

WEAPONS ON BOARD: Are they really necessary? Is it necessary to carry a weapon on board while sailing around the world? Every circumnavigator had to face this difficult question especially if the boat is all he owns and if calls in risky countries are scheduled. Importing guns -even temporarily - is subject to very restrictive laws that may vary from one country to another and making use of them when attacked by pirates or bandits may prompt them to use their own weapons first. Here is the true story we experienced on our world tour.

After having crossed the Atlantic, dawdling around small moorings in the Caribbean and Venezuela, we cross the Panama canal and decide to wander around the Las Perlas Islands. On the evening of January 15 we anchor in front of Isla del Rey and look forward to a peaceful night. Suddenly, Florence asks me if I had heard a noise. Before I can answer a gun was pointing at me in the cabin. I jump to seize the barrel and pull the whole gun together with it's owner in the cabin. We fight in the cockpit. I try in every way to point the barrel at the sky. The pirate shoots once and I straightaway feel the burning heat in the palm of my hand. My opponent slips as he steps in the cold grease from a frying pan and we both fall on the gun, breaking it in two, I have the barrel, he has the butt. Two of the pirates wear masks, but the chief doesn't. After the destruction of his gun, he's now attacking me with a knife. I manage to ward off the stroke with one



hand but another bandit knocks me down with a blow to the face. I get up but another blow throws me to the floor again. I'm bleeding. They tie me up with the rope used to hoist the mainsail before I can recover and tie a noose around my neck. Meanwhile, Florence is still inside the cabin trying to get to the machete which we keep tightly wrapped up in the safe. They pull her out roughly by the feet and tie her up in the cockpit. On the beach, we can hear dogs barking and some human voices intrigued by the shooting. The chief grabs everything he can, radio, camera but what he is looking for is money. He calms down a bit as he finds our \$150 cash. Meanwhile his partners steal knives, small spoons and sunglasses. They board their dugout canoe and vanish as discreetly as they had arrived. On the beach, people have gath-

ered - but not to help us. We are just "gringos", what they want is a share of the loot. We try to untie each other. Not an easy task. When we finally manage to, fear begins to overwhelm us. We are certain that if there had been no gun shot, Florence would have been raped by those three pirates. We quickly tidy up the boat, weigh anchor and sail towards Colombia. What a dreadful night, full of anger and sorrow. We relive the attack a hundred times with "If we..when I think that...and if" but it's too late. In the morning, my injured hand has more than doubled in size and I suffer from my wounds. They'll take several weeks to heal.

Alain and Florence completed a circumnavigation last year. Far from putting them off they are now looking for a new vessel, possibly a Clasic, to head back to South America.

"Cookie" update

Rory Mc Dougal

2nd. July 1993. I have done far to little sailing this past year, with "Cookie" tied to a secure mooring in Auckland harbour. New Zealand is not as warm as some people think - especially in winter, probably similar in climate to northern Spain. "Cookie" now 2 years old is basically in great shape, just a little rough around the original paintwork edges. She will be going to sea again soon and all I really need to do is tidy up the paintwork, renew beam and shroud lashings and put new chafe straps over the beams to stop the full length net wearing into the wood. My plans are to leave New Zealand in October to sail north to New Caledonia and

then across the Tasman sea to Townsville in Australia. I have lots of family there and at the moment have no plans to voyage any further than that, In reality I'm looking for a small friendly coastal town that feels like home, and to start a sailing school of my own. So I'll keep sailing and exploring till then. Customs here allowed me a 6 week extension on my years visa so hopefully I won't run into the winter gales that plagued my arrival last year. I was very impressed with the performance of Cookie in the 3 simultaneous gales I had. I tried lying to a sea anchor over the stern but she would quickly start forward on the swell then come up short on the anchor to get snatched back suddenly, quite a strain on all the gear. I found the best measure was to lye-a-hull,

"Cookie" being strongly built and loaded with cruising supplies, sat solidly in the water occasionally being swept by a cresting wave which was a violent crash but nothing more. I have no qualms about crossing the notorious Tasman and still believe I could recover after a capsize by partially inflating the dinghy and using a halyard to haul it down to the masthead. On a last note - yes the sailing is very wet aboard "Cookie" but I always have at least 4 towels on hand to mop up myself and down below to keep my bunk space dry. Once the bed is wet, morale becomes pretty low. I want to thank you all once gain for your help and support in my dreams. Now I have proved myself, I hope to make the next voyage a fund-raising one for cancer.

1993 UK Summer Meetings - in a Narai.

Dave Irving

It seemed a good idea to do all three summer meets at Exmouth, Plymouth and Falmouth since we are moored on the R. Yealm just about midway between all three. We sailed from the Yealm to Exmouth in one leg, with a hard slog round Start point and a fine Spinnaker run past Torbay, creeping into Exmouth under engine with darkness falling and the tide just turning against us. There was just about time to nose through the moorings

trainspotting the traffic on the West Coast main line about 10 metres away! Things have changed a bit since I was trainspotting 30+ years ago; the Intercity 125's make an impressive sight snaking along the estuary, but the goods traffic.....what a clapped out load of rubbish. The high point was the barbecue on Saturday night, expertly organised by Chris Sands, assisted by a spectacular sunset which floodlit the boats out in the river, and the arrival of Mike and Jenny Wynn, on "Jubilate", halfway through. The Sunday morning sail started well. With a brisk N.Westerly and smooth water, Havaiki was showing off to the large number of people on board. The trouble started when we tried to follow the Tiki's across a

peared into the murk ahead and when Berry Head appeared out of the gloom on one of our landward tacks we decided to continue on that tack - straight into Brixham, where it was a beautiful afternoon. With alternator problems to sort out we only just made it in time for the barbecue at Southdown the next Saturday. This was another very enjoyable event, and interesting for us as there were some bigger boats including a Narai Mk2 from Falmouth. The other boats disappeared early on Sunday to picnic on Drakes Island but we stayed put and later hitched a ride on Jubilate to St. Johns to see Sally Turner's Tiki 21 launched. The Tikis are a delight to sail and we had great fun prodding the depth with the boat hook and



tacking in and out here there and everywhere. We always enjoy sailing to Falmouth and this time was no exception. After a drink in the Bosun's Locker we all sailed into Carrick Roads to watch the festival of traditional sail. The weather was perfect and the sight of so many old sailing boats together absolutely fabulous. The big Topsail Schooner "Joanna Lucretia" stood out amongst acres of traditional white and tan sails. There was time for a quick

and drop the anchor in 1 metre of water in front of the sailing club. Havaiki settled herself down onto the same shingle onto which she had been launched 7 years ago, and from which she had sailed to Portugal 5 years ago. We motored up to Starcross next day to be greeted by the club Commodore in a dinghy: "You can anchor in front of the club if you like.....out here you will have a long walk on the mud at low water.....". Starcross Sailing Club made us very welcome the whole time we were there, with access to the showers and all the facilities. It is a beautiful place for a club house, with very friendly members. It is also an excellent place for

shallow bit. We sailed for quite a distance with our keels dragging in the mud but eventually stuck fast on a falling tide. Rupert Smith came to the rescue with his Tiki 26 "Freya" and took off all our guests in the nick of time, while we put the kettle on and settled down to a day on the mud. The brisk N.Westerly became brisker and the Tiki's had some fun in the afternoon. "Jubilate" found another hazard of the Exe estuary - unmarked cages for rearing oysters. We floated off OK. that night and set off on Wednesday in company with Madgic and Jubilate, for Plymouth. The wind was right on the nose and the visibility "moderate to poor". The 2 Tiki's disap-

cup of tea rafted up in St. Mawes., and then.....racing.....the first time for "Havaiki". There was only one other boat in the Narai class, Dick's Mk2 but we had a good dice which Dick won. Havaiki did not disgrace herself at all though and we managed to pull a cheek block out of the deck by some over-enthusiastic sheeting. Tremayne Quay, my guide book told me, was built to receive Queen Victoria, who never turned up in the end. She left a perfect place for a P.C.A. barbecue though and we and we enjoyed our third of the summer. As a previous Pahi 31 builder I was interested to examine Simon Tytherleigh's modified one "Nellie". She

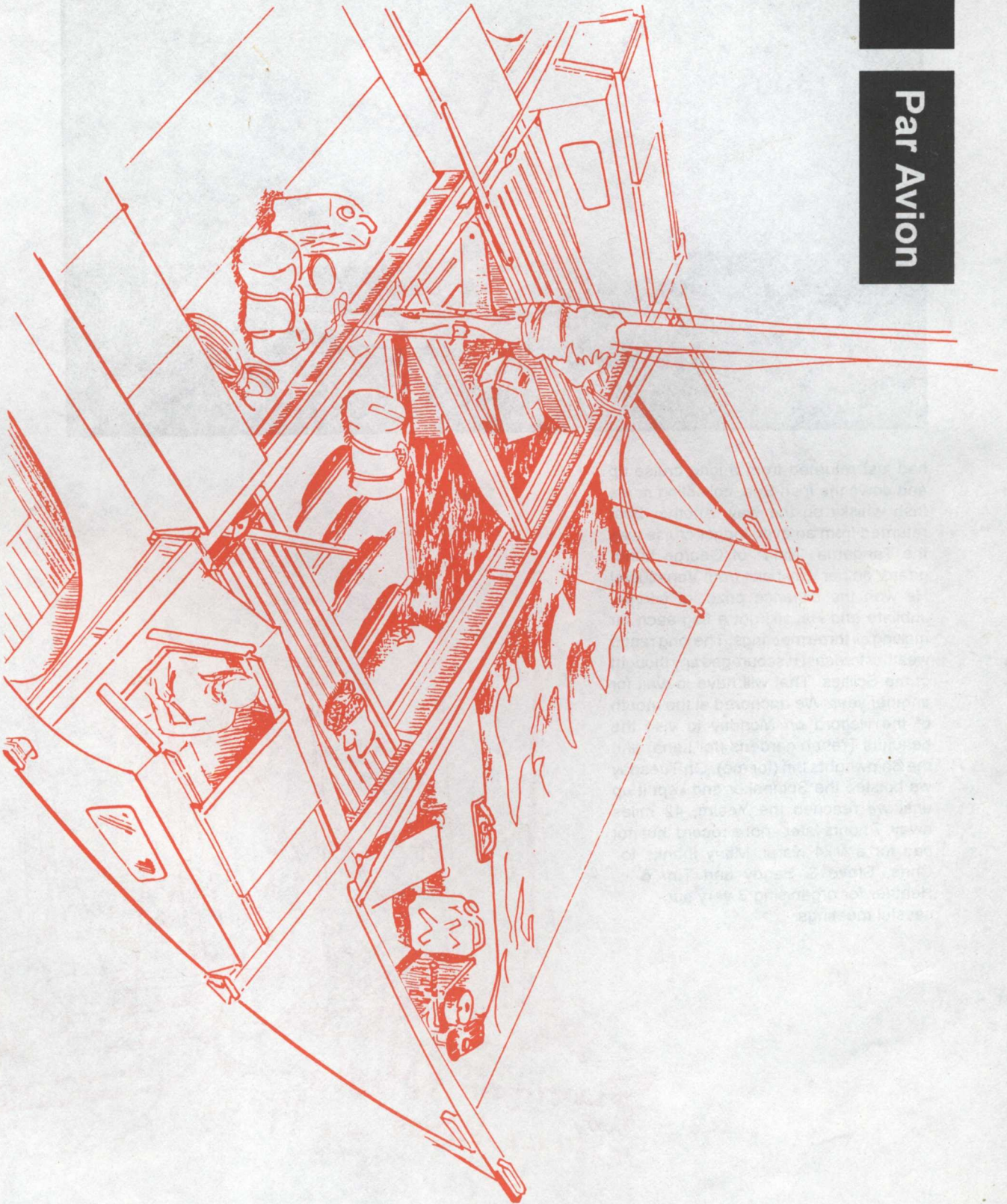


had just returned from a long cruise up and down the Irish Sea, collecting some Irish whisky on the way. Another boat returned from an even longer cruise was the Tangaroa "Nina" of George Lundgaard, on her way back from Venezuela! He won the distance prize, of course, Jubilate and Havaiki got a flag each for making all three meetings. The long range weather forecast discouraged any thought of the Scillies. That will have to wait for another year. We anchored at the mouth of the Helford on Monday to visit the beautiful Trebah gardens (for Lena) and the Shipwrights Inn (for me). On Tuesday we hoisted the Spinnaker and kept it up until we reached the Yealm, 42 miles away, 7 hours later - not a record, but not bad for a Mk4 Narai. Many thanks to Chris, Steve & Sandy and Tim & Heather for organising 3 very successful meetings.



By Air

Par Avion



If undelivered please return to: P.C.A. c/o Torpoint Yacht Harbour, Marine Drive Torpoint, Cornwall, PL11 2EH (UK)