
The Sea People



- **Pahi 42 ~Tirla - Cruising Report**
- **Ruth's Diary**
- **Building Notes**
- **Hurricane Luis**
- **Cat Corner ~ Ireland part 2**

No 29

March 1996

front cover Yellow

The Sea People

Magazine of the
Polynesian
Catamaran
Association



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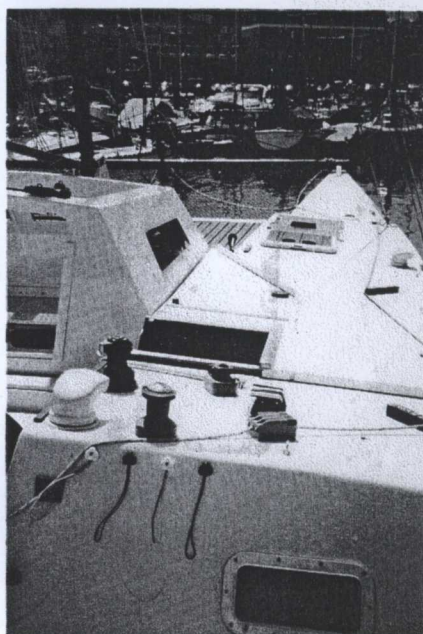
Front cover:
Mark Hamill's
Tangaroa 4
"Whiskers"
see mag 28



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RUTH'S DIARY

The conclusion of Gaia's trip to New Zealand

Ruth Wharram

In the last issue of the SEA PEOPLE my diary ended with my account up to the Cook Islands. ORO owner, Ross Neale, arrived as our crew to take us to New Zealand.

Though we had intended to sail directly

churches on one street and all of a different sect.

Of course there are many other islands in the Tonga group, and we were lucky to meet Robert Aldair, another designer, who has a trimaran and lives on one of the islands nearby. Here we spent a beautiful day, before finally leaving on 9th May 1995 for New Zealand, 1020 miles away. Sailing out through the reefs we took one corner too sharp to come to a sudden grinding halt at the edge of a reef. Luckily we could push ourselves off, but became very aware of the dangers of sailing through reefs.



to New Zealand, we were advised to sail, like most people, via Tonga. This is a route with better weather conditions and with Tonga for a stop over. Tonga is 823 miles away from the Cook Islands. It was a 7 day voyage of very mixed weather with winds from force 5-6 on the first day when we covered 158 miles, to torrential rain, sunshine and calms. Finally, as both outboard motors (Yamaha 9.9) had packed up before leaving Tahiti, we waited the last night outside Tonga to sail through one of the channels to Nuku'alofa the next morning. Then the wind changed. We couldn't use this channel and had to sail all around the island to the other side to use the wider entrance and tack into Nuku'alofa on the Crownprince of Tonga's birthday.

I found Nuku'alofa a strange place. Though it is the capital of this independent Kingdom island group, it is poor compared with Rarotonga - full of cemeteries and churches of every denomination. There would be five



After one beautiful starry night, it was mostly a very rough trip, with strong

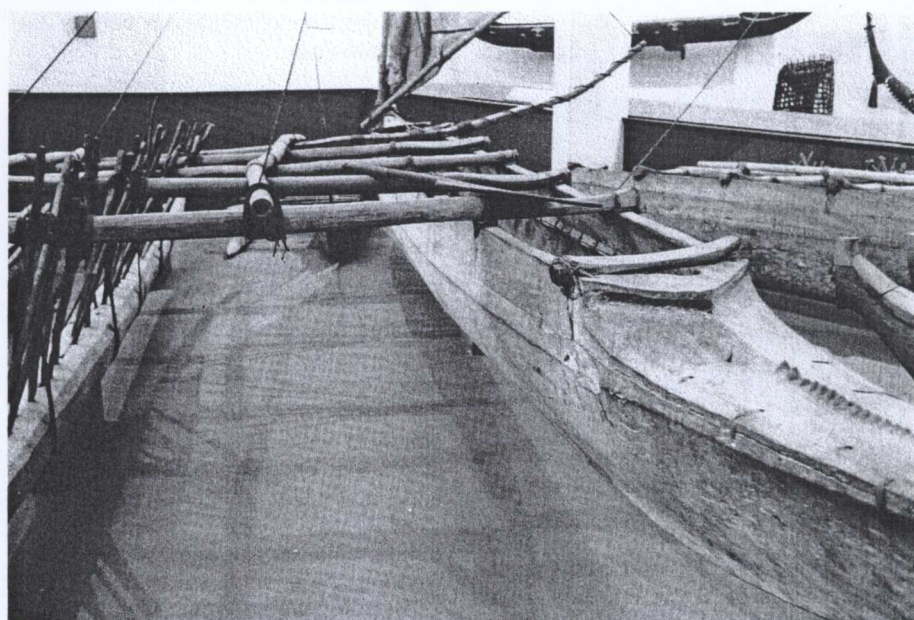
winds, squalls, headwinds and a short interval of two nice days to celebrate James' and GAIA's birthdays (15th and 16th of May). It was then back to squalls and headwinds, ending in very bad visibility when sailing into the Bay of Islands, New Zealand. Ross had to go home, but not before his wife kindly brought us their engine, the same make as ours, which was a great relief.

Here, Don Brazier, our friend and agent, joined us to sail with us to Auckland. On the way there, we at last were also joined by a school of dolphins. We had hoped to stop at Whargarei, the home of Wade Doak, but it was night when we reached it. We did not want to enter this rather difficult harbour in the dark, so we sailed on.

This was just as well, for on the way, the barometer dropped and on the radio strong to gale force winds were forecast. With an increasing wind, Don took us straight to the New Zealand National Maritime Museum, where we stayed for the next three weeks.

In the space of a day next we changed from the 'simple' 'quiet' sailing life, to becoming an exhibit; to visits from friends and many of our builders; to give lectures, work in the museum etc. It became an exciting life.

We had all the museum's facilities - more than in any marina - with showers, washing machine, fax, photocopying,



own office etc. We also had regular visits to the most interesting museum. In exchange James gave 3 lectures and

GAIA was open to visitors of the museum. I was surprised, to see again so many of our builders I had met 20 years earlier, though Prof. Slater our first agent, was, unfortunately, missing. The other ex-agents, like Tim and Heather Whelan, Ted Berry and the Wrigglesworths were still there. There was Rory McDougal, who had sailed his TIKI 21 mostly single-handed from England to New Zealand. Even Hans-Dieter Bader, who works for the museum and organised the WAKA MOANA Symposium (18th-24th March 96) has a HINEMOA.

We had an unexpected visit from John and Ruby Corke, TANGAROA builders and ex-chairman of the PCA, who were on a trip around the world. They suddenly saw our picture in the local paper in Auckland. Kevin Burke, a PAHI 63 builder, came all the way up from the South Island, and we visited the Schwartfegers, the first TIKI 30 builders in New Zealand. The Wolfenden family with their four children had also sailed from Falmouth to New Zealand on their ORO. They hope to settle in New Zealand, but are having difficulties to get their permanent residence.

Due to his ill health and shortage of time, we were never able to sail or do any filming with Wade Doak (ex-RAKA 'INTERLOCK' owner). We were at least able to visit him in his house up in the mountains, surrounded by the hundreds of trees he has, and still is, planting. He



has a wonderful book, film and photo library about dolphins and whales in his house.

Ross, Tim and members of the Howick Sailing Club.

On June the 19th, we finally sailed to Howick and, in front of Don's house, almost next to his NARAI MK.IV, 'KATIPO', 'SPIRIT OF GAIA' was 'bedded down' for the winter. She is staying there until James and Hanneke have painted and re-fitted her for her next visit to the Museum and the Symposium and where Jamie and I will join her next month (April). It is a wonderful feeling, knowing that your boat is well looked after in your absence, for which we must thank Don, his family,

The night before our departure for England there was a big farewell party at Don's house with all the 'prominent' Wharram builders, ex-agents, Rory, Hans etc. It was getting cold in New Zealand and nice to look forward to a summer in England (luckily it was one of the best), but not before a stopover in Japan, to meet Takahiro Ito, who some of you met at the last summer meet in England with his TIKI 36 'KIBOH'.

Over Exposure?

The side effects of over exposure to the sun are on the increase.

Ed Ballantyne - Australia, urges caution.

Dear Editor,

I am reluctant to introduce a sombre note to a bright magazine, but feel it is necessity.

On receiving No. 27, and perusing the peregrinations of "Spirit Of Gaia" I was concerned to observe that those photographed, mainly sans clothing, were very sunburnt, or what Europeans prefer to call deeply tanned. This is

assuming the photographs convey the correct tonings.

Australia, my home nation, has the highest mortality rate from melanoma (skin cancer) in the world. The projection of being sunburnt, as a desirable thing, is now a thing of the past.

We, hitherto, have unfortunately boosted this image via the bronzed Aussie cattleman, Bondi surf lifesaver, beach beauties, etc. This is no longer the case. We now have a wisely observed national slogan of "Slip, slap, slop". Slip on clothing, slap on a hat, and slop on U.V resistant cream.

School children are allowed out only if wearing hats and suitable clothing. Lifesavers wear wrist length wind-cheaters and wide rimmed hats.

Europe is not spared the dangers, even with less sun and less heat, as tragically

illustrated by the fate of the much-loved Paul Eddington, of "Yes Minister" fame.

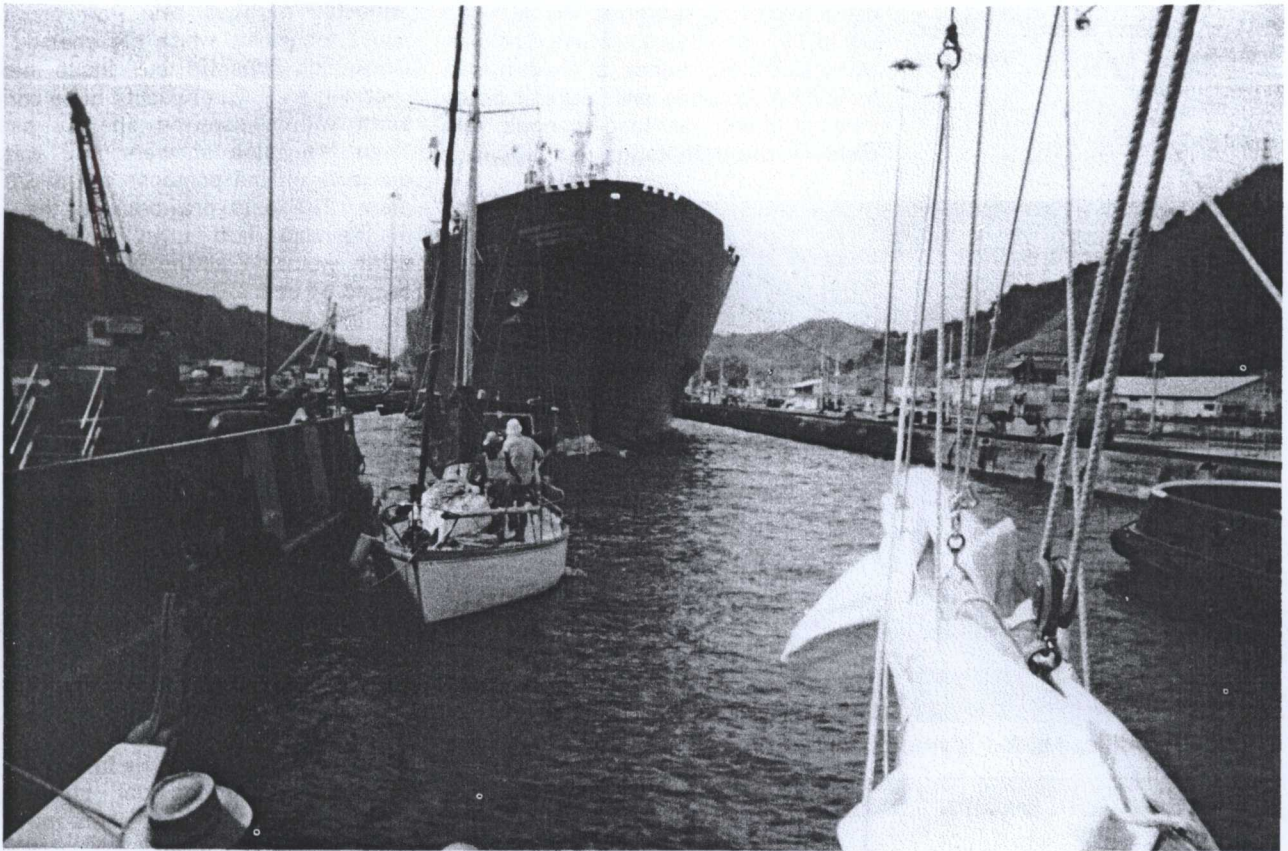
So let's live up to the Sea People tradition of common-sense and acceptance of reality and not follow the dangerous path to alleged "glamour".

The Polynesians we regard so highly were conditioned by thousands of years of living in the sun. Europeans are not.

(Ed. Adrian. We have heard of the ozone depletion in the southern hemisphere over the last few years. The Australian government is presently engaged in an internationally publicised awareness campaign. In the Northern hemisphere, we are now being made aware of the effects of over exposure and the thinning in our ozone protective layer. As I have found to my cost, sailing in the UK with clothing on but no sun cream on my face has it's hazards....when in doubt use sun block!)

JAMIE'S COLUMN

written by Jamie Wharram, James' 10 year old son.

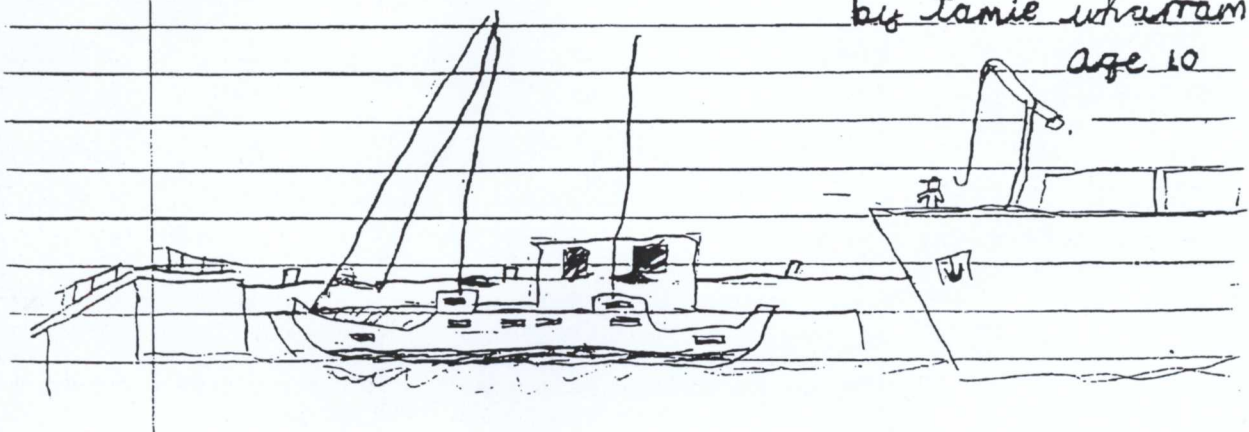


A few months ago I went through the Panama Canal on our boat. The first 3 locks were OK but on the way down we had to tie up to a US landing craft and they didn't know anything and did all sorts of things. In the last lock the current was very strong and they tied us up on too long a line so we pivoted on the bows and crashed in to the wall.

As we swung the strain on the boat became too great and broke part of the boat off which hit Daddy and knocked him into the water.

Fortunately the damage was not too bad and we could mend it in a few hours and sail off across the Pacific.

by Jamie Wharram
Age 10



PAHI 42 - TIRLA

Tirla's Travels

Paul and Jan Smithson report on their cruising from the UK to the Caribbean. See also Hurricane Luis article from Paul and Jan.

The Mailbox, Palapa Center, Airport Blvd, Simpson Bay, St Maarten, Netherland Antilles.

FEBRUARY 1995

Allegro. Another 2 weeks there and it was the end of September and the wet UK summer had caught us up, so we pushed on to Peniche half way down Portugal. We then hopped down the coast to the Algarve in day sails where we bumped into Ed and Julie who own the only other Wharram (a Tiki 26 - Red Dwarf) in the boatyard where Tirla was completed. The lagoon at Culatra is a haven for Polycats with several boats staying there for long periods, we resisted the temptation but spent a

requiring regular scrubbing with a hard brush.

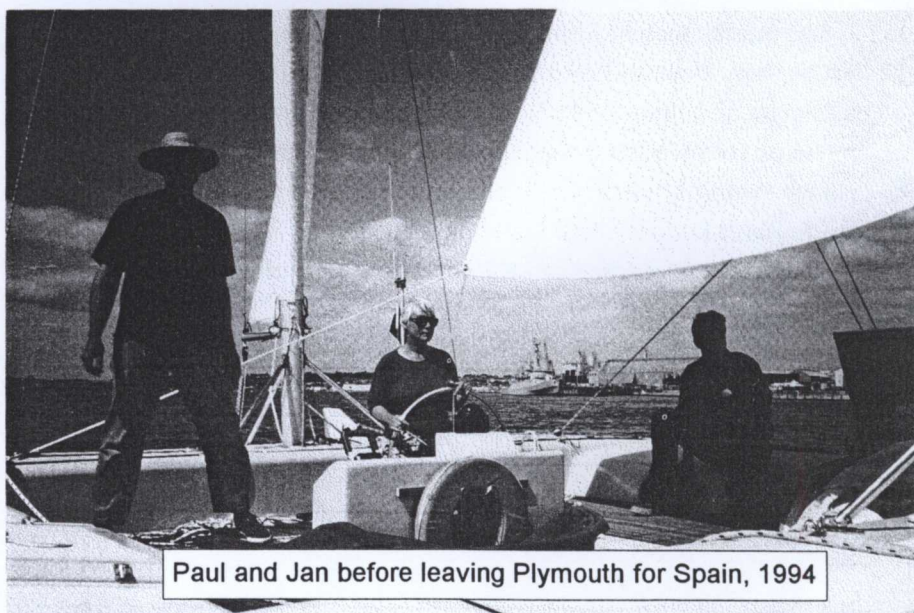
It took 5 days to get to Porto Santo the last 2 with frustratingly light headwinds, but Porto Santo is certainly worth the trip having clean water even in the large protected harbour. The Port provide buoys for yachts which are chained to blocks of concrete but these need checking as several yachts have come adrift with unscrewed shackle pins. There are also showers and water available on the pontoons all for £2 a night. The only drawback is the 15 minute walk in to town, eased by a warm welcome at the Navigador bar owned by Jeff & Babs from Whitstable. On the way down from Portugal the Autohelm 4000, which had been performing immaculately in all conditions up till then, started to slip on the drive belt. As our only form of self steering this was a little worrying; I estimate it had run for no more than 300 hours. I retensioned the belt but this only improved things marginally until I fitted a new belt, sent to us free of charge in Madeira. Madeira is a beautiful place spoilt for yachts by its lousy anchorage, even if you can afford the Marina there is little room for large Catamarans. The holding ground is soft mud over rock fouled with various junk (we pulled up a motorcycle frame). This combined with the poor protection constant swell and large ships moving



Tirla under full sail at the Plymouth UK summer meet, 1994

Tirla and her hesitant crew have now completed 5000 miles and reached a destination some may consider close to Paradise. Trinidad at Carnival time is certainly an improvement on a British winter. We left Falmouth at the beginning of September having attended both the 1994 UK PCA meets at Plymouth and Falmouth. It was good to meet other PCA members and owners of Jim's boats as there are very few where we built the boat, and thanks to all those people we met who said nice things about the boat.

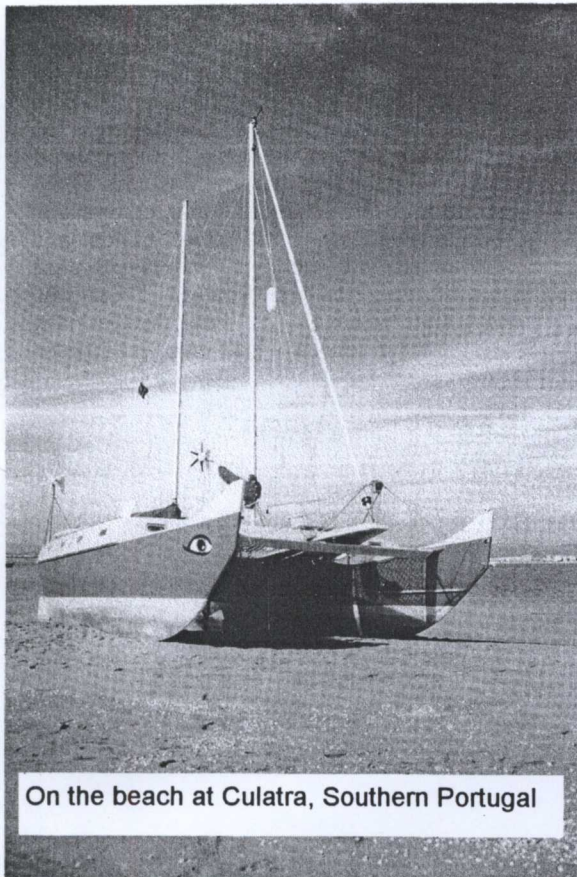
We set off in a fresh NW breeze which died over night and then blew up from the south, so much for the 5 day met office forecast purchased from Falmouth harbour office (£2). Having got 90nmiles west of Ushant we reached into Duarnenez and spent a very pleasant if expensive 2 weeks there. The crossing to La Coruna was an easy broad reach in 2½ days, despite this Biscay retains its reputation with us after hearing several horror stories from boats that had left before and after us, including Jaque Grassert in Tangaroa -



Paul and Jan before leaving Plymouth for Spain, 1994

pleasant morning dried out on the sand scrubbing the bottom in the company of an American Prout cat and a Telstar Trimaran. The VC Offshore Teflon anti-fouling was failing even at this stage

close by, meant that we relaxed very little whilst there. Our main anchor is a 16kg Delta on 60 metres of 5/16 chain which is fine in anything but very fine mud. For that we use one or both of our



On the beach at Culatra, Southern Portugal

Fortress 23s on long nylon lines. Being aluminium and light they are easily handled on deck and in the dinghy and have excellent holding power as long as the boat is not likely to turn on them, because they do not always reset reliably.

The trip to Gran Canary proved to be our roughest so far with the wind rarely less than 20 knots all the way. We had 30 knot squalls on the second night and it increased to a sustained 40 knots by day break. Tirla was taking it in her stride but the crew were getting tired. We decided to deploy the parachute sea anchor and within 10 minutes of doing this the wind speed was down to 20 knots, so I can't recommend them too highly!?! Seriously, the only problem is deployment which requires drifting downwind from the floating parachute until all the 140 metres of line is out. This went as per the manual but it would be well worth practising in moderate conditions to build up confidence for the more extreme situation. Although the wind had dropped it was coming from the south so we got some sleep staying anchored to a very small patch of water in relative comfort.

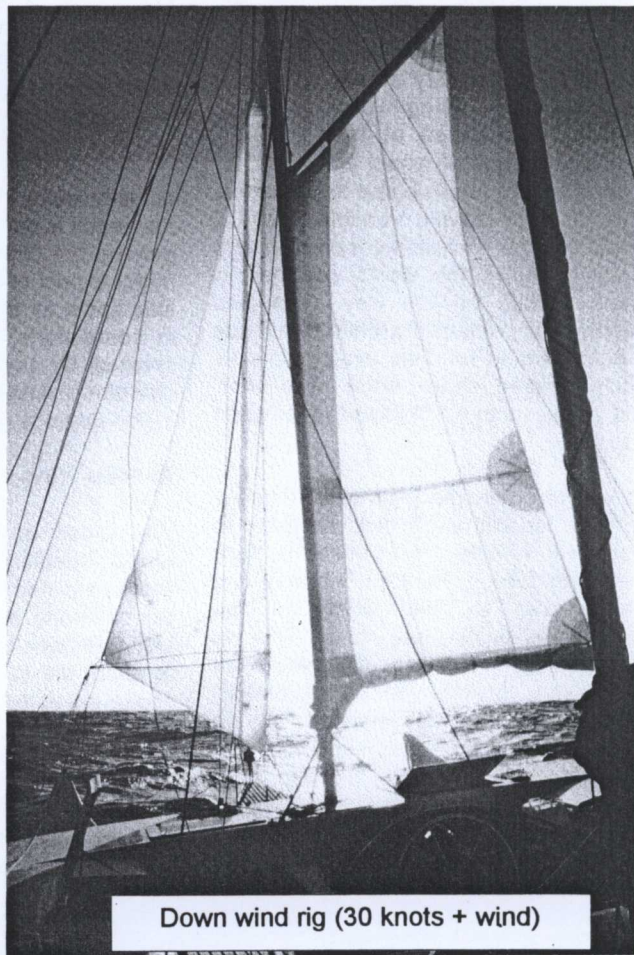
The Canary Islands were generally very disappointing having very few protected anchorages but lots of marinas charging length x breadth. (Ed see Jacques Grassart's "ALLEGRO" article in the next magazine for information on good Canary anchorages) We had a good

time though making friends with other cruisers about to do the crossing. I first spotted JW in a crowded shopping precinct in Las Palmas Gran Canary, very conspicuous day mark with that hat he wears. Not that unexpected, as we had heard that Gaia was here chartering but nearly missed them as they were busy preparing for their departure in 2 weeks bound for Tahiti. Gran Canary turned out to be a bit of a Pahi convention with a very nicely built Swiss Pahi 42 Los Dos in Las Palmas and another Italian one close to Gaia in Aguianguin, so we didn't feel quite so different when we arrived there with Tirla. Aguianguin is not a bad place to stock up for the crossing having reasonable supermarkets and a cash and carry but no water whilst we were there. We had debated long and hard about whether or not to take on crew for the crossing and eventually decided we would. There are always numerous people

looking for the trip across but only a few with any sailing experience. We were lucky to find Andrew who had spent the previous winter sailing from South Africa to the Canaries (three weeks hard on the wind).

The trip across the Atlantic was some of the easiest sailing yet, with the wind never more than 50 degrees off the stern at an average of 15-20 knots so ¾ of the sailing was done with the spinnakers. On the few days the wind was above 30 knots, we set the main reefed and squared off in front of the shroud and the staysail sheeted out to a forward mooring cleat on the other side. We could have set the smaller 500 sq. ft. spinnaker to keep our speed up in these winds but after inspecting the shackle that supports the spinnaker halyard block at the end of the trip we were glad we hadn't, it was 75% worn through. Despite

this we crossed in a respectable, if not record breaking 21 days at an average 130 nautical miles per day the most being 170 and the least 80 in very light winds. Everything on the boat worked as it should and there were no equipment failures. Andrew proved to be an excellent easygoing and reliable crew and with no repairs or foul weather to contend with the most popular activity on board was reading books. We bought a lot of fresh food from a farmers co-operative in Mogan, Gran Canary and some of it lasted till Barbados and longer. Inevitably the last of the bananas ripened at the same time so Jan made banana cake 3 days in a row. To conserve water we washed in salt water on the back deck which was no hardship as the sea water temperature was up to 29°C. Numerous efforts were made, with a variety of home made lures, to catch fish but the only fish we got to eat came out of a can. This was very frustrating as we could hear on the HAM radio net other boats not far away catching fish daily. The nearest we came was a big blue Dorado that looked well hooked and then got off, when we retrieved the line it had chewed along 12" of steel trace with a 1" hook and somehow managed to regurgitate the lot. All our big hooks were lost on broken traces and lines so in Barbados we purchased



Down wind rig (30 knots + wind)

some heavy duty line.

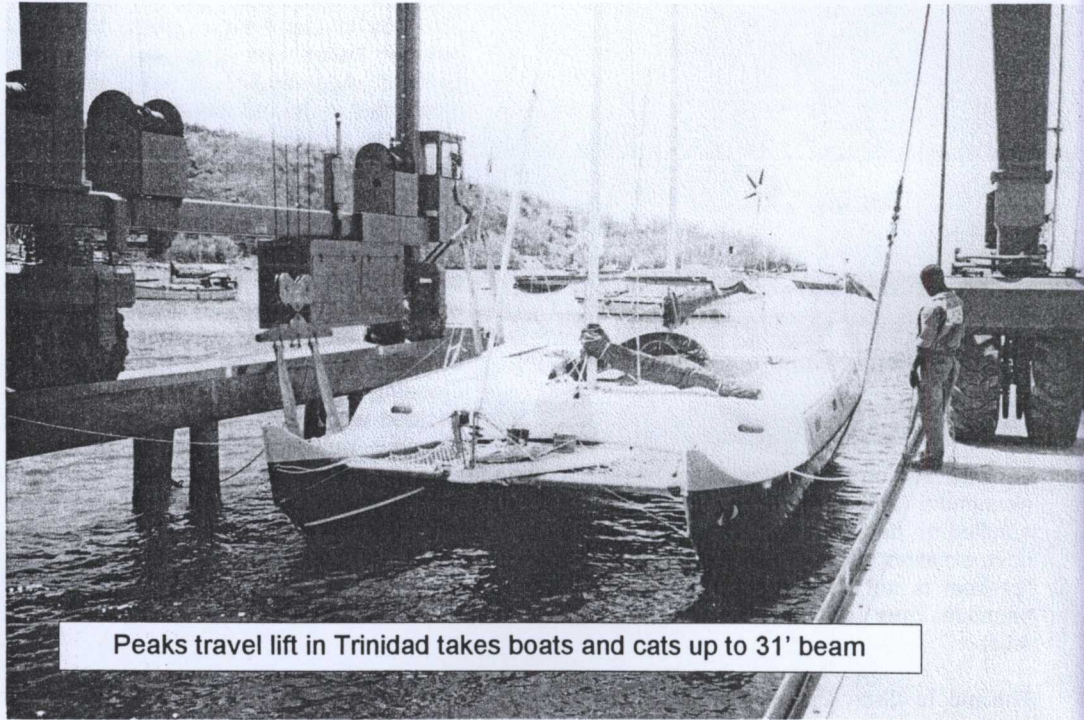
The worst weather we had to contend with were some localised squalls with some lightning but none of these were really close. The weather fax was used daily, with the best pictures coming from Norfolk, Virginia in the USA. The only significant weather was well to the north on its way to the UK. Although we had all settled in to the routine of life on board early, it was difficult not to count down the last few miles to Barbados and get a little excited at our first view of land after so many days at sea. Barbados certainly looked very different from the islands on the other side of the Atlantic having an abundance of greenery on the shore combined with a lack of any conspicuous tourist developments. Nothing we experienced in our 3 week stay on the Island diminished these first good impressions. There were about 20 boats in the anchorage with crews who had crossed the Atlantic for the first time and the community of spirit generated by that common experience created a floating village feel at times. We also made friends with a local couple Harold and Wendy, owners of ORO - KISKADEE built by Harold 20 years ago and still looking very smart. Harold was living and studying in Canada at the time and thought it would be a good way to return home to Barbados. This they did leaving Vancouver with 2 small children spending several years cruising round the world and having another child on the way. (see Sea People 1-4.) while in Barbados we made a deck awning for Tirla which gives us much needed shade while at anchor, and allows us to catch lots of water when it rains.

So we were very glad to make Barbados our first landfall and it was not easy to leave but Andrew had booked a flight from Trinidad on the 23rd February and we wanted to visit some of the Grenadines on the way down. This we did calling at Bequia (nice but aggressive sellers in the market) Mustique (surprisingly pleasant but no sighting of the Famous people who are reported to winter there) Tobago Keys (good snorkelling but very windy). When we left the UK we expected to see a few classic Wharrams and maybe the odd Pahi. At Tobago Keys of the 100 or so boats there a Yellow Pahi 42 was very conspicuous, this turned out to be Rolf and Nicola on Catanoa. Naturally we

anchored close and exchanged visits.

From there we sailed the 5 miles or so back to Mayreau and incredibly anchored next to another Captain Cook; Phil, Pat & family on Nimanoa. We had heard about this boat whilst going down the Portuguese coast but had not met. Mayreau has an incredibly idyllic deserted looking beach until the cruise ship arrives and converts it into an instant resort for the boat's 800 passengers. Watching the logistics of ferrying food entertainment and sun loungers for this many people was

given a bottle and failure to consume it before the end of the race meant disqualification. Our kind of racing, we thought. A crew was press ganged from our cruising friends making eight on board for the gruelling 7 mile course. This complete, the real business of the day started with a limbo competition followed by some steel bands and music into the evening. Having seen some of the preliminaries to Carnival, Andrew had to get back to Germany and his job as a golf club head green keeper.



Peaks travel lift in Trinidad takes boats and cats up to 31' beam

actually quite impressive and by 6pm the beach is back to its deserted idyll. In general the Grenadines were what you might expect of Caribbean islands but a little spoilt by the attitude of the people in some parts, which may have been created by the numerous bare boat charterers. Also what little food there is in the shops is very expensive.

ST LUCIA -15TH APRIL

We ended up staying in Trinidad 6 weeks, meeting up with many of the friends we had made in Barbados. The cost of living is amongst the lowest in the Caribbean but we seemed to spend at about the same rate tempted by the cheap prices and numerous events and tours. The first 2 weeks were a seemingly endless sequence of Carnival events and socialising. On our second day there, we checked in at the very friendly Trinidad & Tobago Yacht Association and in a partially intoxicated state agreed to enter a race the next day. This turned out to be a local booze cruise sponsored by Angostura Rum. Each entrant was

Tirla was hauled out for 5 days so that we could replace the antifouling. The original Teflon stuff was about as non stick as a very abused frying pan and the waters round here are incredibly fertile. An anchor rope will double its diameter in 2 weeks. We replaced it with locally manufactured (Ameron £50/3.8 lbs) paint. That done we spent another week in Trinidad, saw a little more of the island by visiting a nature reserve in the rain forest and watching the humming birds feeding, followed by a drive along the north coast and a swim at Maracas Bay, one of Trinidad's most famous beaches.

So now we are on our way north for the first time since August. After 6 weeks in one place it was quite difficult to get mentally prepared to take off on even a short ocean crossing. (Someone compared Trinidad to The Hotel California.) But we did check out and sailed all of 5 miles to the deserted Island of Chacachacare, this was a leper colony until 20 years ago when a cure was found. The island was abandoned almost overnight and all the

old buildings are still standing.

From Trinidad we sailed to Grenada and spent a few days at Prickly Bay before moving on to Carriacou where they sell rum called Jack Iron. You take an empty bottle to the grain store and for the equivalent of £2.50 get it filled with a liquid, so high in alcohol that ice sinks in it. From Carriacou a brief return visit to Bequia then on to St Vincent for one night and St Lucia to catch up with our mail. Just for once the wind totally failed on-us and we had to motor for about 14 hours. We are now recovering here having visited 9 anchorages in as many days, a record for us.

ST MAARTEN MAY 95

We are now anchored in the lagoon in St Maarten. Jan celebrated her birthday by making me a kept man again but only for 2 weeks until I found a job as well. So the 10 month holiday has come to an abrupt end, while we try and reverse the flow of funds on our bank account.

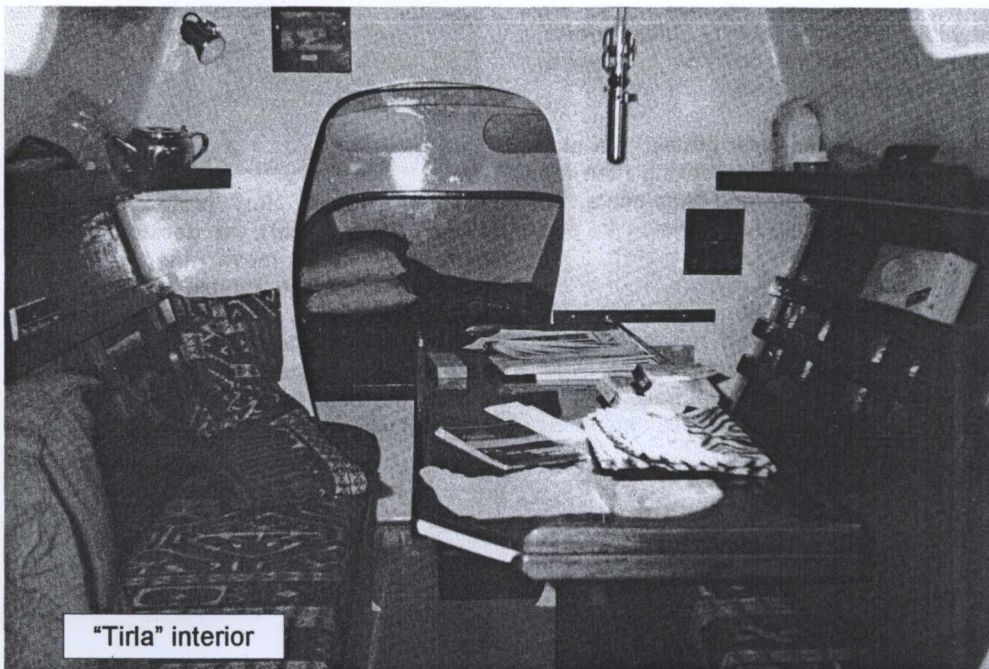
We arrived here in mid May via a 2 night stop in Guadeloupe where we met a very friendly French couple with dreams of building a large Wharram, and could it be done in 6 months? Despite relieving them of this illusion they were very hospitable and took us for a drive round the island in their Renault 4. The French islands are very civilised with much better infrastructure and of course food than the other islands. But at 7 francs to the pound, expensive for

us. Antigua was generally disappointing and race week not our scene. On arriving at Great Bay, St Maarten we dropped the anchor close to Narai Mk IV - Tekaroa, with Pete and Kirsty on board, they had left England the previous year.

ST MAARTEN AUGUST 95

After 3 months here life has become very structured. I get picked up by my boss at around 7am in his 40 knots + speed boat and we go to the small marina/bar called Lagoonies at the east end of the Lagoon have a coffee and then get driven the 5 miles to town and the fabrication shop in Bobbys Marina where we work. The work is hot and not

particularly well paid but there is some compensation in getting a few private jobs done in the lunch hour including the refurbishment of an old Hydrovane self steering gear we acquired indirectly from someone taking it to the skip. Some people have been anchored here in the lagoon for more than 5 years but we only plan to stay long enough to top up the kitty.



"Tirla" interior

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PAHI 31

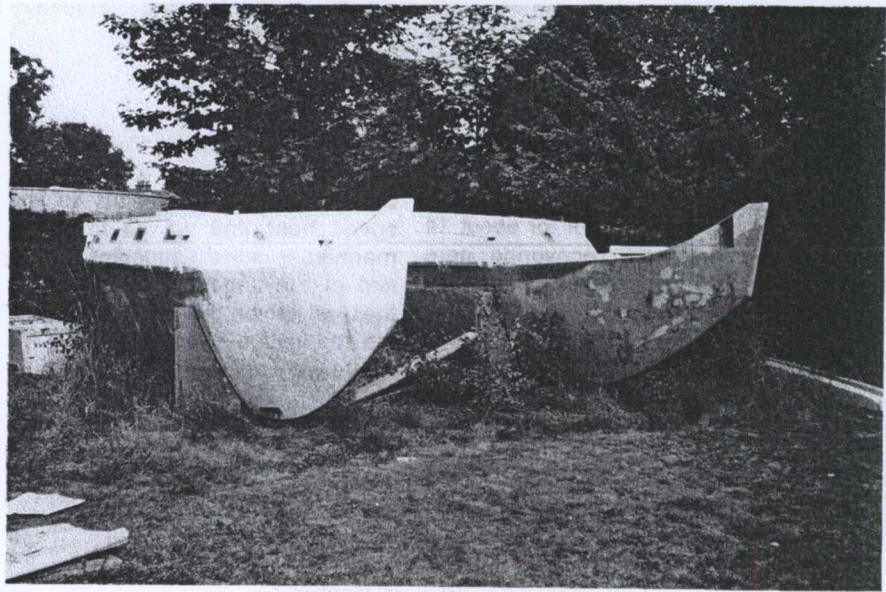
“Bringing it all back home”. Trailing back to Cornwall

Adrian Cox

So there she was, the dream ship. Why is it they are always sitting lonely and forlorn in somebody's field? This poor Pahi 31 had been abandoned by it's builder and was quietly rotting away. Well, what can you do? You just have to buy it don't you? Quite.

Luckily I have an older brother, not only is he richer and better looking than me but he's clever too, and likes boats. So we decided to buy her between us and finish the build.

Next problem, getting it home to Cornwall from just off runway one at Heathrow where she currently sat. Nigel already had a heavyweight trailer that he made for moving a lathe, so after



obtaining quotes for professional delivery (how much!) we decided to adapt this and move the boat ourselves. Now, the trouble was the trailer being such a short one and the Pahi being such a long one we had to make up this long steel tube to keep the nose of the boat behind the car. The brake rod was extended also and some

plywood supports made up but not fitted to the trailer.

Luckily the lad who owned the field also owned a JCB and was happy to let us borrow it. So one night in March 1994 I drove up from Cornwall and Nigel brought the trailer down from his home in Halifax. We slept overnight at the site





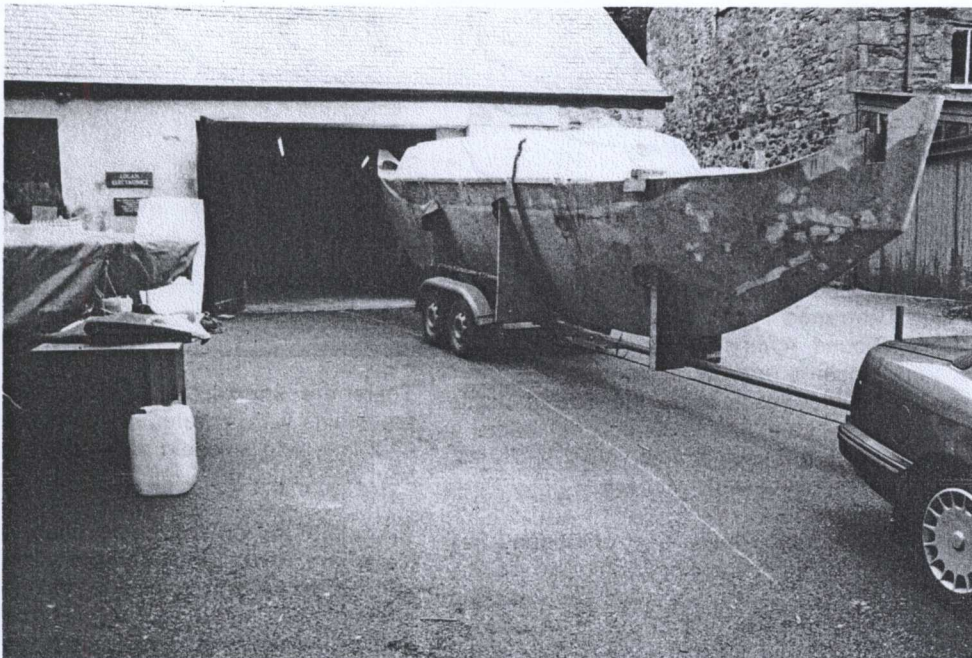
to give us an early start the next day. We had come well equipped with tools, ropes and spare plywood etc.

The most important bit of kit was the lifting bar (see drawing). It was essential to be able to lift the hull so that it hung level and ready to sit on the trailer in a perfectly balanced position, by using the bar we could spread the load and get the balance right.

We had brought straps to go right around the hull to distribute the weight evenly but each time the hull settled onto the trailer it started to twist in the straps and all the weight would go off centre. Eventually we hung the hull from the lifting bar with short chains attached to the beam bolts in the second and third beam holes and this worked perfectly.

It was fairly hairy process waving this great hull about in the air, especially as we had to keep rushing over to the JCB to top up the lift height as the pressure in the hydraulics dropped. My 12 year old nephew Robert was appointed honorary crane driver for the day and he did a brilliant job. The hull slipped one time when I was underneath doing up a bolt. I thought my end had come! I haven't moved that fast since they were giving away free wine at Tesco's.

Once we had got the hull centrally placed in all directions on the trailer we fitted the plywood supports and bolted them in place. Lifting the hull slightly we put carpet on the supports and dropped the hull in again, nice and snug. To hold the bow down Nigel had made up a "V" shape support to fit half way along the trailer extension bar. The hull sat in this



and was tied down with a tensioned chain through the dagger board hole.

Although it looks a bit precarious in the pictures the whole rig in fact was very secure and gave us no trouble during the tow home. The only mistake we made was to leave the lifting bar lashed to the top of the hull, this high up weight made the hull oscillate from side to side like a yo yo on crack, so at the first chance we got we transferred the lifting bar to the car and the rig then towed perfectly at speeds of up to 60 mph. (I'm sorry officer, I just forgot it was there).

It was a long day, we had started at eight and got to my home in Cornwall about one in the morning. We had planned to arrive when the roads were quiet as there was a bit of tricky reversing off a main road to the boat's new home. It was fun putting those flashing lights on top of our cars and pretending we were something important!

We brought the next hull down in a similar fashion three months later and that's when we discovered the rot, but that, as they say, is another story. Oh, by the way, we decided to call her TWO BROTHERS.

Ditty Bag

FOR SALE

Evinrude Outboard
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CAT CORNER

South and West Ireland part 2

André Gietl. The concluding article takes us through to Dingle Harbour.

River Ilen: A pleasant stretch of river offering a number of sheltered anchorages. A quiet spot is about 4 miles upriver on the north eastern corner of Inishbeg (the island north of Ringarogy Island) make sure to anchor clear of the deep channel which is used at HW by trawlers heading for or returning from Oldcourt Boatyard another half mile upstream.

Around HW you can take a dinghy through the channel east of Ringarogy and Inishbeg all the way to Baltimore. A pleasant passage, especially by Kajak, sprinkled with numerous small islands.

If you ever go cruising in the company of a keel boat, you'd better make sure you have plenty of time: Running up river two years ago, once again well ahead of my friend's Leisure 17 - after numerous circles around him- I became aware of his peculiar behaviour astern: The beam to the wind, sails flogging, he remained in the same spot - what a strange way to anchor.

After beating back up to him we found him without glasses, bleeding face, hard aground and utterly perplexed. His boat had stopped dead at the very moment that he went forward to look out for underwater obstacles. The laws of physics sent him flying until the forestay crossed his path, forcing him to part with his glasses.....

Much later, after the eventual resumption of our intended trip we found ourselves circling for hours in the chosen spot trying to decide if there was going to be enough water at LW to keep the keelboat afloat or not. An anxiety I had never felt yet and one that convinced me even more that I had chosen the right type of boat.

I always suspected indecisiveness to be a characteristic of those born under the sign of Gemini - it certainly is that of a keel boat skipper.

The Ilen River- definitely a cat corner!!

Ballydehob: Another quiet spot. The entrance is very much obstructed by strings of blue barrels making up an

extensive mussel farm.

There is a good shelter in the bay just inside the entrance of the western side.

Like most of Ballydehob harbour this cove also dries at LW. The village is about 30 min walk, with shops, pubs, petrol station, etc.....

Ballyrisode: In the north western corner of Toormore Bay, a sandy shallow place to be approached with caution - I remember the innermost part as pretty narrow and rocky.

Also now the home of the 35ft Pahi prototype 'Areoi'.

Crookhaven: The innermost part dries to give a level bottom of white sand. The walk from there to the village is well worth the extra time it takes to reach the pubs. There is nothing else in the village either, except some tourist shops and restaurants.

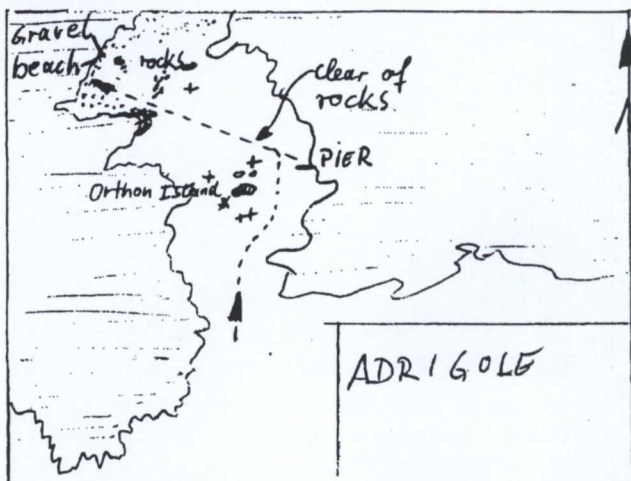
Dunbeacon Harbour: The eastern end of Dunmanus Bay, and in the south east corner is where my TIKI 26 is moored.

Carbery Islands halfway up Dunmanus Bay are home to a small seal colony. If you want to see them close up pass south of Carbery Island and Cold Island. Both islands can be approached pretty close on the south shores. Don't pass between Carbery and Cold Island to the East of Carbery (rocks, see Sailing Directions.).

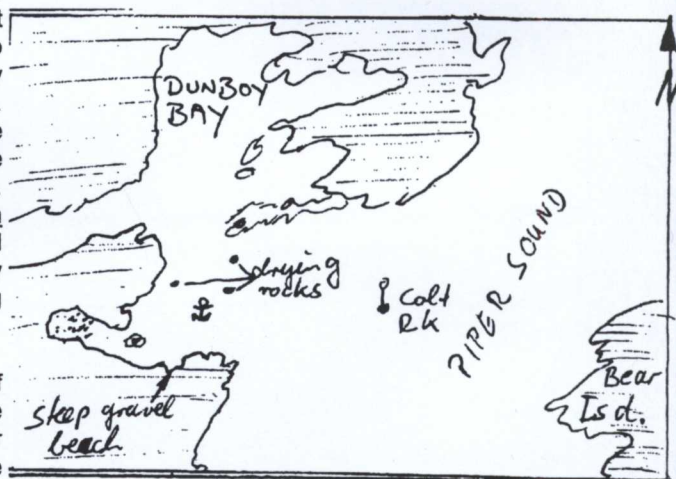
Dunboy Bay: west of Bear Island, inside the entrance to Piper Sound. A very attractive place- a narrow steep boulder beach below the 'Site of Castle Ruin' (see Sailing Directions) offers a place to beach the cat. Very sheltered, except in easterly winds.

Adrigole: 9 miles east of Dunboy Bay on the north shore of Bantry Bay lies one of my favourite harbours. Approaching from the west watch out for a salmon farm in mid channel north of Bear Island

near the eastern extremity of Bear Island. I do not know how well lit it is at night.



Very beautiful, surrounded by high mountains and populated by a number of seals. I usually beach up onto the western side of the bay: after rounding Orthon Island steer a course of about 290° true keeping the pier over the stern and passing close to the point to port. The whole west and north part of the harbour dries, revealing some nasty rocks. Alternatively, anchor to the north of Orthon Island and inspect the western part of the bay at LW (see drawing).



There are spectacular walks up the mountains with a waterfall pouring out of a lake and splendid views over the bay. Don't miss it!

Kilmakilloge: on the south shore of Kessmare River: Another beauty spot surrounded by high mountains, wooded shores and some still undisturbed wildlife like salmon, seals, otters and

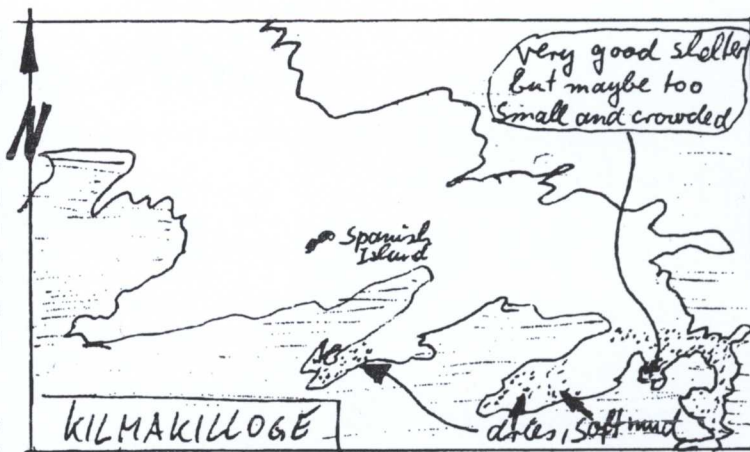
many species of birds. Unfortunately, more and more sheltered bays along the west coast are being converted into mussel and fish farms. Consequently they are becoming more crowded with labyrinths of strings of blue plastic barrels. Kilmakilloge is one of these black spots (or should I say blue spots?). Quite selfishly, I am hoping for some epidemic to strike and prune the excessive mono culture. Luckily the laws of nature will probably prove to be on my side.

Most of the inlet in the SE corner of the harbour dries at LW and this makes it a good place for cats. The bottom is very soft mud though, and once while anchored there during a gale we began to move backwards at a speed that

you might as well not bother sailing up to the village.

Blackwater Harbour and Dunkerron Harbour are also very pretty harbours (see *Sailing Directions*).

Derrynane Harbour: A cosy harbour north of Lamb's Head at the outer end of the north shore of Kenmare River. The approach is a bit



the outer end of the Kenmare River. The approach is a bit unnerving (see *Sailing Directions*) but the innermost part is a big sandy beach completely undisturbed by the ocean swell. One of the more crowded anchorages along the south west coast.

you stick your head overboard looking into the depths and almost punching you on the nose. Within a minute we have a swarm of converted fishing trawlers loaded with camera wielding tourists in hot pursuit.

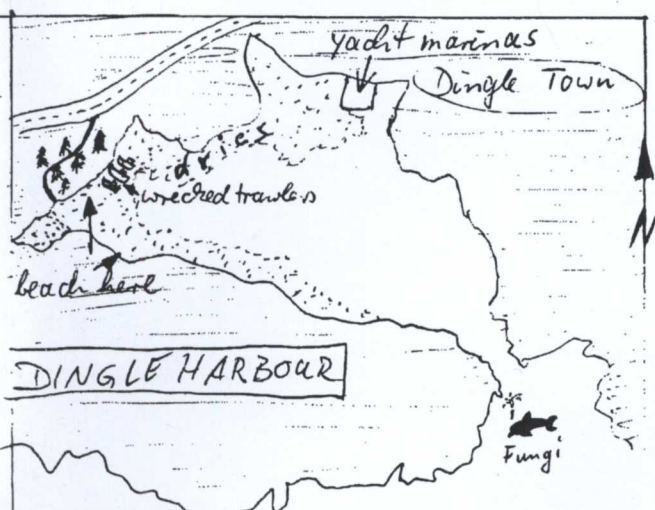
I have always sailed and never used the outboard engine in these frolics which must surely add to Fungi's delight and is quite a contrast to the half dozen or so permanent underwater mincers he has to dodge constantly. Fungi the dolphin seems to play mostly in or just outside the narrow entrance to the harbour.

Dingle Harbour: The most rewarding and final destination of my cruises along the SW coast for one delightful reason: a wild dolphin has taken up residence there and performs for the many tourists who come to see him day after day and has done so for the last 8 or 10

Dingle is also one of the few places to offer yachting facilities. Most of the harbour is very shallow. I usually beach at the Sern or Western most part of the harbour, which is also the final resting place of a number of fishing trawlers high up on the beach. From there a track through the woods leads on to a road to Dingle which is usually crowded with tourists.

years. But what I like best is that it seems to have a particular predilection for my boat. For as soon as we appear on the scene, he becomes our close companion, playing between the bows, occasionally slapping the hull sides or suddenly surfacing vertically just where

So, come and enjoy an Irish Summer! I hope you will be lucky enough to catch both days!

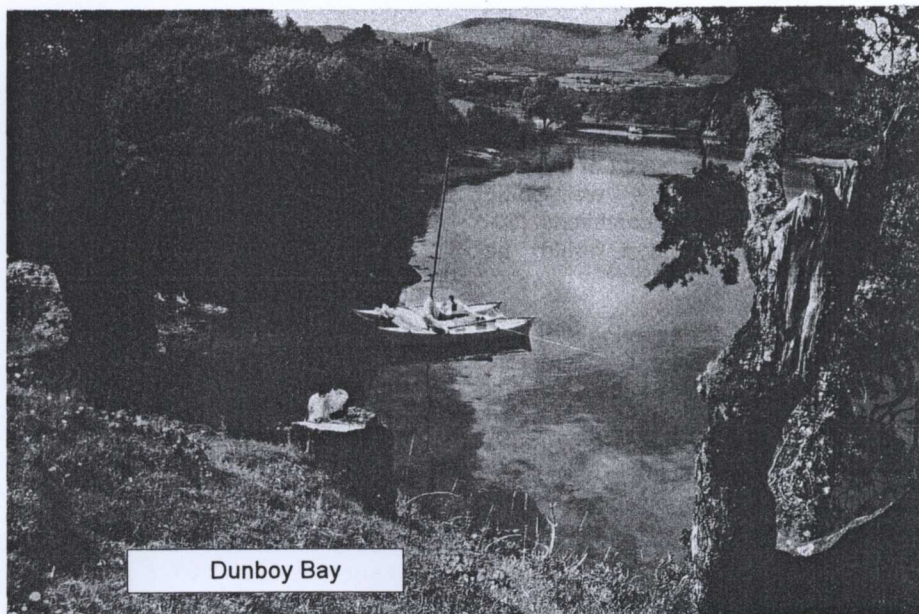


made me think we had lost the anchor. You can also expect some violent squalls coming down off the high ground during gales.

Visit **Glanmore Lake** some 3 miles south and enjoy a walk up the mountains. Surely one of the most beautiful places in the whole of Ireland!

In fact, the whole inner part of the **Kenmare River** is a collection of beauty spots - albeit most of them very rocky. (see *Sailing Directory*)

Sneem Harbour: On the north coast of the Kenmare River, near HW, the estuary is navigable all the way to the town of Sneem. Beware of power lines at the start of the narrow channel leading north to the village (the TIKI 26 fitted near HW). Apart from a rocky shelf about a third of the way to Sneem, a mid channel course proved clear of obstacles. These submerged rocks are quite detectable by their growth of seaweed which shows at the surface. Tie up at the stone pier near the village. Not a very attractive village, quite in contrast to the outstanding natural harbour. So



HURRICANE LUIS

This hurricane wiped out 1000 yachts in one harbour!

Paul and Jan Smithson escaped.

CARRIACOU OCTOBER 95

When I left work on Friday 1st September and met Jan as usual at Lagoones nothing unusual seemed in prospect for the weekend other than a few extra drinks with friends for my birthday. Brother Jeremy phoned a couple of hours later and I do recall mentioning something about a Hurricane (called Luis) but it was still over 1000 miles away.

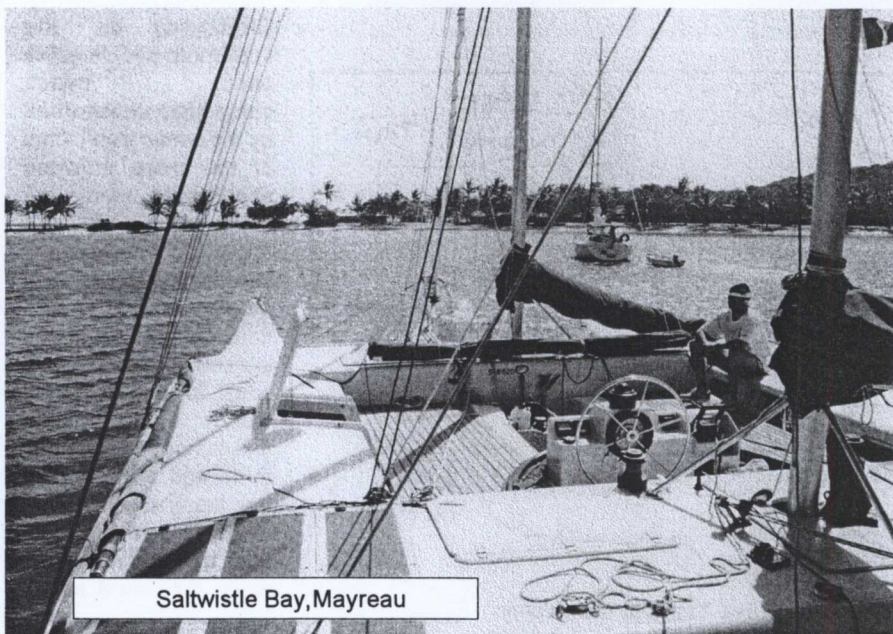
Saturday morning found us planning the chores (shopping & washing) and deciding whether we should put the awning back up for the weekend. By now Luis was more on our minds because although still a long way out it was just south of our latitude tracking due west and forecast to be within 60 miles of us in about 4 days. Half way through putting the awning up Jan said she didn't think we should be doing this but should be preparing to leave instead. After discussing the options we decided to leave. Entrance to or exit from the lagoon in St Maarten is restricted by the bridge opening times We could not be ready for the 11oclock opening so it would have to be the 7pm opening. Our calculations based on the information that we had at the time meant that we should have 2½ days to get south of the predicted track. Allowing for the fact that we might have to motor due to lack of wind we reckoned we should be able to do 100 miles a day putting us a minimum of 150 miles south of the eye. Even at this distance we could experience severe gale conditions (50-60knot wind speed) but it would be behind us from the north.

The other part of the equation was that although she is low for a catamaran, Tirla still carries a lot of windage with her 23ft beam, and her 10mm ply hulls would be very vulnerable to damage from other dragging boats. The holding in the lagoon is mostly very good and with 5 anchors dug in we thought we would probably be OK in a category 1 Hurricane (sustained wind speed 74-90 knots) Luis was a category 4 (s w s

130-140 knots and gusts of 170) and at these speeds we thought Tirla might start to fly.

So we divided our resources, Jan going for a last shop in the American style supermarket and having a brief word with her boss explaining our concerns. I put back sails and generally got the boat ready for sea. Jan scrapped the hull to clear it of St Maarten's growth. I phoned my parents to explain our plans to leave and not to worry. On getting back to the

Having got level with Grenada we started to head more east and a possible landfall in Tobago. Here we encountered our strongest winds of 20-25 knots from SE associated with a feeder band from Luis so we beat into Carriacou. It was here that we heard the first reports of the devastation left in the wake of Luis. The local radio and world service talked about the damage in Antigua, Montserrat & St Kits but no mention of St Maarten. We knew from



boat I wrote a quick note of resignation asking tem to pass on my wages (due on Wednesday) to a friend and ferried it over to my boss. At 6.30 we pulled up the last of our anchors and with feelings of sadness and trepidation left.

As we left, there were 2 other boats going out of the Lagoon with us and about 10 waiting to come in. Once again our decision was tested but we really thought it was the right one to have made. So we motored off into the night, heading West of South to maximise the distance between us and Luis. The first 36 hrs were the most worrying as we closely monitored the track of Luis and our dwindling fuel reserves. After that it became clear that although the distance was narrowing we were well south of the projected track, the wind had freshened a little (10-15 knots) and backed to the NW so we were now making reasonable time under sail alone. In the event the nearest we were to the eye of the storm was about 300 n miles on 5th September, 12 hours before it passed about 20 miles north of St Maarten.

the track of Luis that there must be damage in St Maarten and this proved to be the case when we heard transmissions from yachts there. These talked about 1000 boats sunk or beached, bodies being pulled out of the lagoon and looting of yachts on the beach. Apparently information was being suppressed by the St Maarten government for fear of the damage it would do to their tourist industry. Eventually we did get information about our friends and were relieved to find that they, if not their boats, were OK. We decided to head back up north slowly to see if we could do anything to help but having got as far as Bequia, Tropical Storm Marilyn (No 13 for 1995) was on its way and we had had enough of being a skittle in Hurricane Alley. With Tekaroa (they sensibly left St Maarten in July) we scampered back south to Carriacou and tied up in the mangroves.

TRINIDAD DECEMBER 95

Back here in Trinidad and 4 months after Luis I have attempted to take a

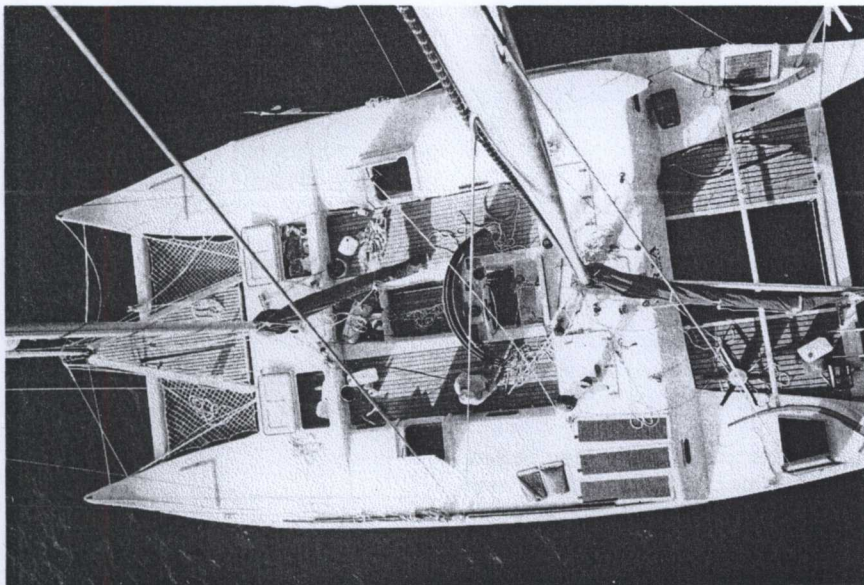
dispassionate view of events. Many cruisers we speak to have little sympathy with the boats that stayed in St. Maarten and lost everything. Staying in a hurricane area in what was the most active hurricane season for many years does now look particularly stupid. We

1987 and that caused very little damage. It is in the middle of the average track but gets far fewer damaging storms than Dominica, for example. Several hurricanes threatened St Maarten before Luis but they had all veered off north so although the

soon as a warning comes through the lagoon gets packed. A lot of the damage to cruisers seems to have been inflicted by unattended charter boats dragging.

Our own conclusion from all this is that it is possible to run from hurricanes, but only in certain circumstances. Luis tracked NW initially and then due west on 17° north, just south of our latitude at St Maarten, keeping a very steady course close to that predicted by the Hurricane Center. From this position it was easy to plot a course south taking us quickly away from the hurricane track even at an average speed of less than 5 knots. However, many of the hurricanes affecting the Islands this year behaved more erratically passing though the islands further south and then heading north. It would be much more difficult to get on the safe side of a storm approaching from the south. Obviously the only way to be sure of avoiding them is to not be in the area.

TRINIDAD JANUARY 96



only made the decision to go just in time and we could not be certain at the time we made it that it was the correct one. Had Luis gone south of its predicted track, our run south would have been a different story. Although hurricanes rarely go south of west in that area it is not unheard of, so against admittedly long odds we had risked the boat and possibly our lives. Why did we leave it so late? and why did so many stay?

I believe a lot of complacency derived from the relatively quiet seasons in the preceding years. The last hurricane to really affect St Maarten was Hugo in

forecast track put it over St Maarten there was a chance that it would veer north. Another factor was the sheer number of people living on boats in the lagoon, you just don't believe so many boats can make the same wrong decision. When we started cruising we had a budget to try and stick to and I don't believe we were the only ones to find it difficult. Earning even a modest amount gives a feeling of financial security when cruising and St Maarten was probably the easiest place to do it. Lastly some cruising guides refer to the lagoon as a good hurricane hole. Maybe it's OK with 200 boats there, but as

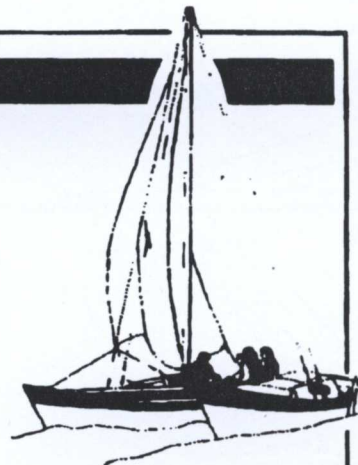
Getting back to more mundane subjects the hydrovane is now securely attached to the rear beam & starboard hull so we are keen to try it out on our way back up the islands. The Autohelm 4000 is still working but we're on our 4th drive belt, had to replace the control PC in St Lucia (£200) and it consumes around 1 amp average. Rolf and Nicola (Catanoa) have returned from Germany having left the boat in Trinidad for the summer. Rolf is replacing the front beam, making a new one in teak, not much more expensive than Douglas fir here. We'll keep an eye out for Dave and Big Tiddles on the way up.

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VORTEX GENERATORS?

Hamish McColl reviews "Living Water", the ideas of Viktor Schaubberger

I was introduced to the ideas of Viktor Schaubberger by friends in the alternative water treatment business - reed beds, flow forms and the like. They're very enthusiastic and pressed a copy of 'Living Water' on me. I dutifully dipped in and got hooked. The book tells the story of Viktor Schaubberger 1885- 1958, his work and theories.

Schaubberger was a forest warden for an Austrian Prince and was in charge of 21,000 hectares of almost untouched forest. There was a great demand for timber at the end of the World War 1. The Prince had lots of it but was short of cash and the mature stands of timber tended to be in places where transportation to the sawmills was prohibitively expensive.

The experts of the time had told the Prince that, basically, it wouldn't be possible. The cheapest conventional

solution being a log flume (a water chute) but seeing how much of the timber was beech it would need an impossibly large volume of water to float it. Schaubberger devised a 50km log flume in which he placed what he called 'Energy Bodies' (see accompanying drawing). These Energy bodies created twin vortices which increased the flow and created lift. - It worked of course. The experts were dumbfounded and Schaubberger was made the Austrian Governments Consultant for Timber Flotation.

Sounds like a fairy tale? Well that's not the half of it. There is so much more in the book and some of it is mindboggling.

Seeing the picture of the 'energy bodies' lead me to think 'if these shapes were attached to a boat hull would they make it go faster? Then I saw the BAT cars on 'Top Gear'. A series of Alfa Romeo concept cars designed by an aircraft designer in the late 50's/ early 60's. They all had fins shaped shaped like Schaubberger's energy bodies - presumably to push the rear end down and to increase the airflow.

This got to me. I noticed the author of 'Living Water' had included the patent numbers so I phoned the Austrian Patent Office:- "Could I get a copy of Patent No.

13 45 43 ?". "Of course, - aah Viktor Schaubberger", " You've heard of him then?", "Of course he is a hero in our country". So there you have it. I now have a 1/20th scale model of the Tiki 38 and I need to make 6 left-hand vortex generators or energy bodies and 6 right hand ones. I can do this with resin and a pair of moulds but making the originals is proving difficult - it's a complex shape; 3 faces, two of which have 3D curves.

Don't worry, I'll keep you posted. - but read the book - it's fascinating.

The book is by by Olof Alexandersson and published by Gateway Books for £5.95.

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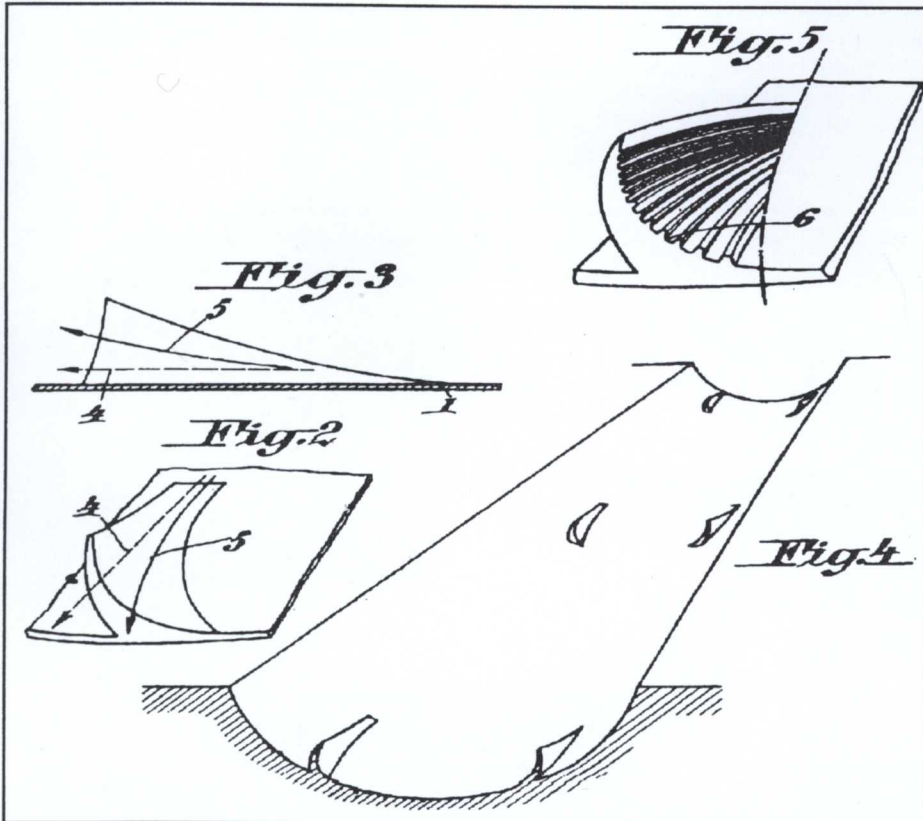
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BUILDING TIPS

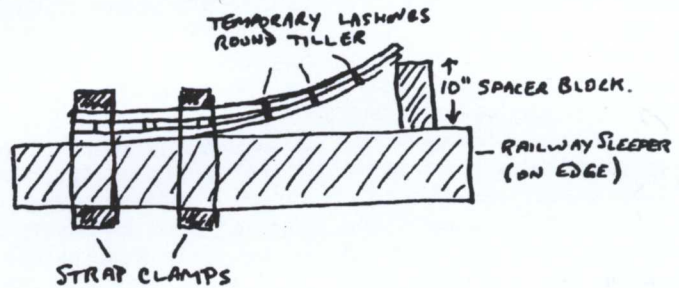
Simon Amott

Some
Clamping
ideas from
Simon's
notebook

ALTERNATIVE JIG FOR BENDING TILLERS.

3

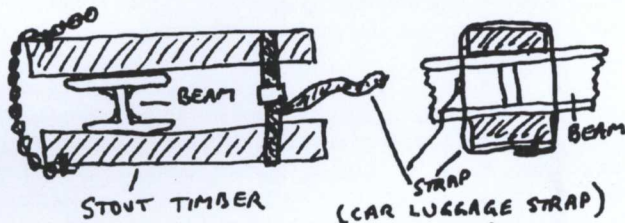
IT IS WINTER IN THE CHEVOTS. ONLY THE FRONT ROOM IS WARM ENOUGH TO CURE EPOXY. I SUSPECT THAT CLAMPING STICKY BITS OF WOOD TO THE POLISHED MAHOGANY DINING TABLE WOULD BE FROWNED ON. A DIFFERENT PLAN IS CALLED FOR.



STRAP TYPE:

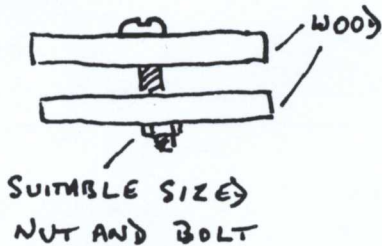
THIS TYPE WAS INITIALLY USED FOR CLAMPING THE BEAMS TOGETHER FOR GLUING, INSTEAD OF WIRE STITCHES. A LOT OF TIME AND TROUBLE WAS SAVED, BUT SOME STITCHES WERE NEEDED TO PREVENT BEAM DISTORTION.

CHAIN (STRONG BATH PLUG OR LAVATORY TYPE) LOOPED OVER NAILS (ADJUSTS) (COULD USE LASHING)

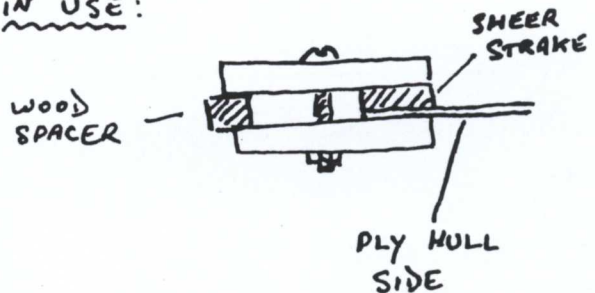


INCREASING THE DISTANCE BETWEEN THE BEAM AND THE STRAP INCREASES THE LEVERAGE. THIS TYPE OF CLAMP IS CHEAP AND POWERFUL. A LASHING CAN BE USED INSTEAD OF THE LUGGAGE STRAP, BUT THE LATTER IS MORE CONVENIENT TO USE.

SCREW TYPE:



IN USE:



PLENTY OF OTHER USES.

MATERIALS

Plastics

Simon Tytherleigh

Most of this might be blindingly obvious, but it wasn't to me, and it might be worth passing on to those who would benefit. So often it is a tip that didn't seem much at the time that solves a tricky problem later.

I have used two types of engineering plastic on my boat. VESCONITE is a black hard plastic specially designed for marine bearings. It does not absorb water like nylon, so can be cut to finer tolerances. It outlasts phosphor bronze and is approved by Lloyds. It is available in rods or tubes or flat plates. I bought a 25 mm rod for about £40 a metre, and will have a lifetime's supply of small bushes, washers etc. NYLATRON is a molybdenum-filled nylon, softer than Vesconite and self-lubricating. It is also about half the price.

Both of the above can be machined very easily. I have turned them on a wood-turning lathe and cut them quite satisfactorily with a bandsaw. Drilling is no problem. We have Nylatron on rudder stock bearings and pintles, and Vesconite on tiller bar joints and engine mount bushes. VESCONITE is available from: Vesconite Sales(UK), 21 Watersmeet, P.O. Box 243 Northampton NN1 5DX. Tel: (01604) 231948. Nylatron (and some other engineering plastics) is available from RS Components via Electromail Tel: (01536) 204555.

If anyone wants some very small pieces of Vesconite or Nylatron, I'm sure I can be persuaded to part with them for a consideration. V= 20 mm dia., N= 40 mm dia. Tel: (01392) 881825.

In researching materials for constructing a wind-vane gear, I have come across

two other suppliers who might be worth noting. HPC make bevel gears in Delrin, and some of these are chunky enough for marine use. Hinchcliffe Precision Components Ltd Chesterfield, S41 0QZ. Tel: (01246) 209683. And Ingus make all manner of bearings in engineering plastics in all manner of sizes. Ingus (UK) Ltd, 10 Newton Close, Drayton Fields, Daventry, Northants NN1 5RR Tel: (01327) 310366. These firms tend to charge highly for a small order, but not a ridiculous amount, and I fully expect the plastic components to last a very long time.

Some other plastics I have used on "Nellie": 4" grey soil pipe is excellent for protecting my alloy netting beams. It is also very good for storing charts. The square plastic drainpipe is easily cut to make winch-handle holders, and we shall have a length of it on our new front walkway, cut into a U-shaped channel for the anchor chain to ride in. Most of the time the chain lives in an old plastic drum with a hole in the side, ready for action, and unable to slip down through the netting. I have made a new cutlery holder using some 1.5" pipe cut at an angle, four pieces fitted into a wooden box for the different implements. This gets them off the precious draining-board space.

My boat was recently holed by some thoughtless dinghy sailor, and had a 1" hole about 6" above the waterline. Fortunately, I got to it before the water did, but the epoxy repair refused to set off, presumably because it was so damp in that position. As we were en route to France, there was little choice but to put in at Dartmouth to set things right. I remembered I had some underwater epoxy putty. It was very hard to mix, but improved with a little water (not what you would expect!!!), and set quite solid. Well worth having on board, a stick costs £7.95, and might save a lot of

grief. We covered the lump repair with duck tape, carefully layered so it would not all peel off once. It has lasted 300 miles! Another good buy at £1.40, although in my case it is the other man's insurance that will have to pay. Steve Turner recommends Sikaflex to make a tingle over a hole, and that would certainly seem another good option, although it is worth trying to make sure that there are no edges that the water can work its way underneath to lift up. We applied Mylar tape over the duck tape so that the edge presented to the water was as thin as possible. Fablon had been tried and did not last even as far as Dartmouth.

Another repair was done at sea when the compass suddenly started to leak. It seems that the soft plastic membrane underneath the compass had been chafing against the end of the screw. So the bottom of a yoghurt pot was liberally filled with Sikaflex and pushed onto the compass bottom. It held remarkably well, although the compass would not screw back down into its hole, so we lived in fear of it taking a flying leap for freedom!

I have found that grey deck paint seems to promote cracking of the deck surface. Perhaps this is due to the amount of heat absorbed from sunlight; at any rate areas that are light blue are much cooler to touch, and white is generally even better. My solution is to put Treadmaster on the deck areas, which will seal the tiny cracks and provide a really tough non-slip surface, though at a price.

And finally, Dunlop make a very good cheap wellington for food and dairy use. It has a natural rubber sole and sells for around £10 a pair, from industrial clothing suppliers and farmers co-ops. But can you bear to be seen wearing brilliant white wellies...?

D Sails

Manufacturers of Sails, Dodgers,
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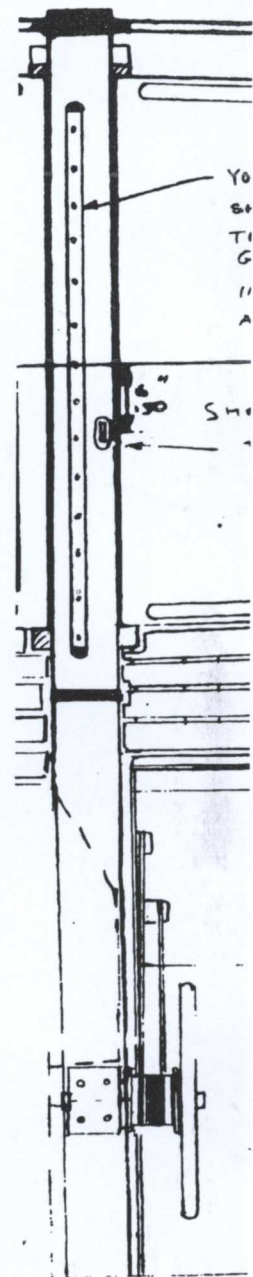
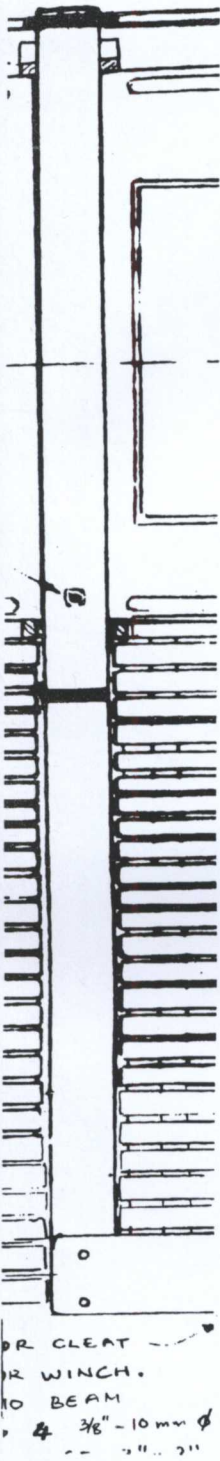
Trevol Business Park
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813312 or fax 815465

PAHI 42 BUILDING ~ TOROA (Part 2)

Peter Richardson's build times (see mag 27 for part 1)

Cumulative hours	Date	Comment
0	21.9.86	All wood received and stabilising in heated workshop. Preparation of work area, marking out line plans
29	12.2.87	Stb keel complete
56	14.3.87	Port keel complete
146	27.3.87	Backbones erected, bulkheads slotted in
356	18.4.87	Triangle Stringers scarfed and notched into bulkheads
427	30.6.87	Keel bevel complete
520	18.7.87	Hull planking dry fitted
826	13.9.87	Port hull finished planking
906	8.10.87	Stb hull finished planking
1177	12.12.87	First hull sheathed
1666	3.4.88	Hulls turned over, main beams laminated on jig
2196	6.8.88	Stb hull internal furniture fitted
2467	17.11.88	Port hull internal furniture fitted
2537	17.12.88	Plugs and mouldings for port icebox
2644	29.1.89	Fore and aft decks fitted
2906	30.3.89	Beam troughs complete
3010	24.4.89	Planking of cabin tops complete
3297	23.6.89	Dorades redesigned and built
3898	15.12.89	Beamboxes and daggerboard wells sheathed
4100	2.2.90	All remaining bare ply sheathed
	6.-20.3.90	Lower workshop flooded to a depth of 0.5m
4817	6.9.90	All main beams sheathed and hibuilt
5200	20.12.90	Cockpit coaming and seats redesigned and built
5243	2.1.91	Pod cut and tabbed together
5458	17.2.91	Commence sanding of hulls
5627	30.3.91	Final sanding to 320 grid all over
5679	5.4.91	Sanding of hulls complete
5698	7.4.91	Vacuum clean workshop and wash down hulls in preparation for painting
5784	30.4.91	Hulls, decks and cabin tops painted
5811	5.5.91	Sanding and preparation to varnish hull interiors
5955	27.5.91	Internal varnishing completed, masking of varnish adjacent to bulkheads and their painting
6460	6.10.91	Hand painting beams and daggerboards
7124	14.11.91	Sheathe and varnish netting beams
7205	25.11.91	Apply OTBSO non-slip deck material
7336	26.1.92	Cockpit complete, attaching chainplates
7426	29.2.92	Painting bilges
7675	17.5.92	Move completed hulls and crossbeams to boatyard for final assembly
7796	30.6.92	Sheathe pad
7800	5.8.92	Paint cockpit and pod
7874	14.8.92	Varnish and paint inside of deckpod
7933	25.8.92	Install pod and cockpit in boat



SCALE: 3/4" = 1
1:16

ANNUAL TOTALS

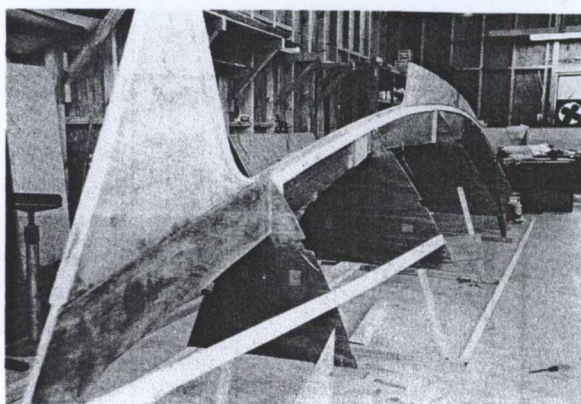
1986	106
1987	1255
1988	1080
1989	1389
1990	1261
1991	1569
1992	1272

Shortest continuous working period 1 hour
Longest continuous working period 22 hours (Hibuilding hulls wet on wet)

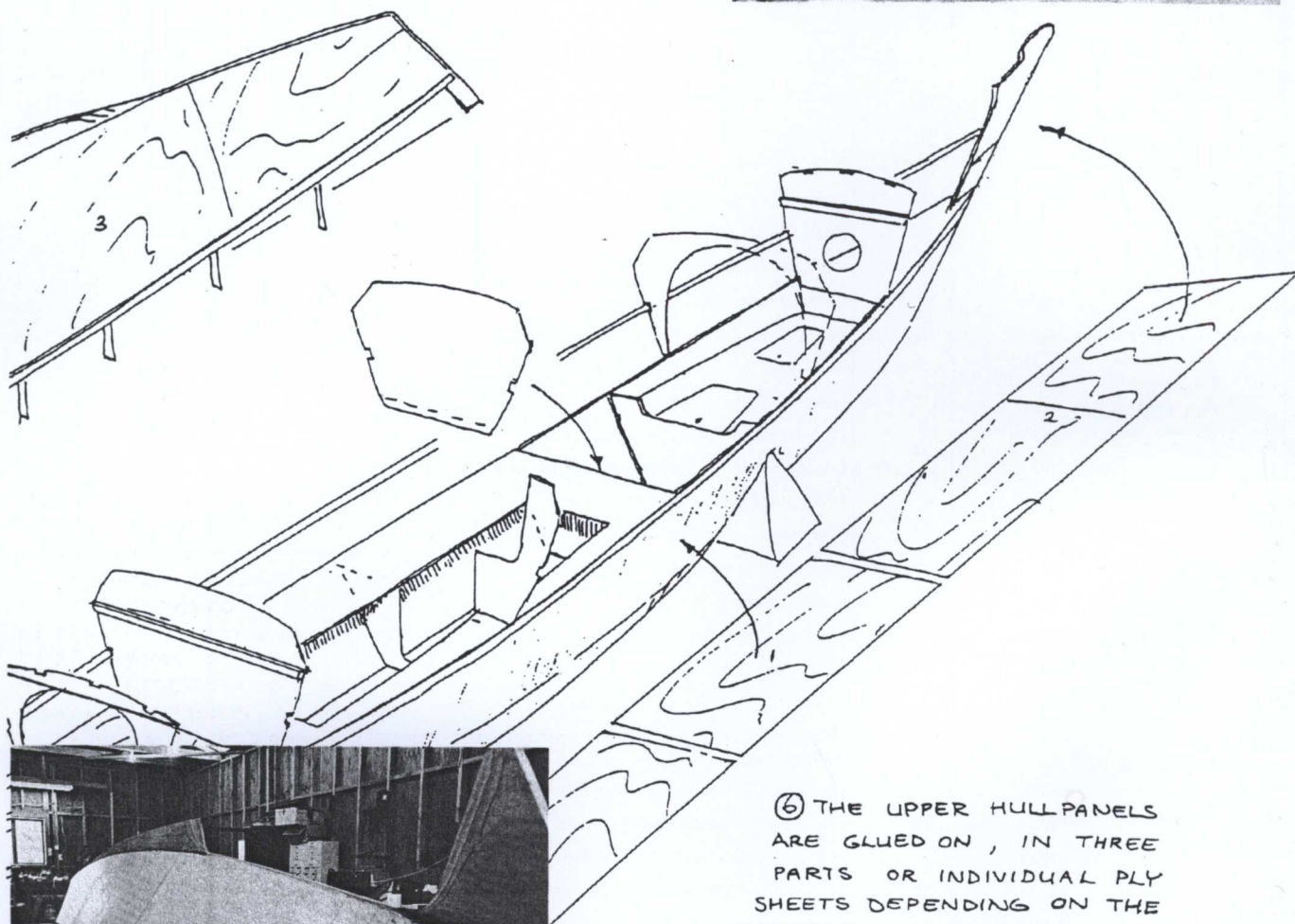
TIKI 38 ~ BUILDING

Ed. First photo's in from a Tiki 38 build, let's have some more folks!

THE BACKBONE & BULKHEADS
ARE THE SKELETON READY
THE STRINGERS AND
THE HULLSIDES (SEE PAGE 4)



③ THE LOWER HULLSIDES ARE GLUED
IN 3 SECTIONS ON EACH SIDE



⑥ THE UPPER HULL PANELS
ARE GLUED ON, IN THREE
PARTS OR INDIVIDUAL PLY
SHEETS DEPENDING ON THE
NUMBER OF BUILDERS
(SEE PAGE 11)

BUILDING SEQUENCE - HULLSHELLS

WENKE BOON
1994



TIKI 38 BUILDING INSTRUCTIONS

1

ADRIATIC SPAGHETTI

Adriatic Summer Meet

Gerald Winkler

In 1994 I invited Wharram sailors (PCA mag 25) to try 'Spaghetti a la Winkler' on board of KANANASKIS in the Adriatic for summer 1995. Mike

Winds were surprisingly fresh and from the right direction. We managed to average 8 knots during one afternoons sail in the southern Kornatis. Another day saw us under spinnaker doing some 5 knots in a light breeze.

One problem I see with Wharram catamarans in the Med is simply having no shelter against the sun while sailing (isn't it nice to worry about too much



and Jenny Wynn from England wrote that they wanted to give the spaghetti a try and we agreed to meet at the island of Vis in July. This was a brave task because the Wynn's had to drive more than 1000 miles from England, pick up and assemble Tiki 21 GRATITUDE in the southern Adriatic and to sail some more miles to the meeting point. For me it was not much closer either as I had get my boat from the mooring at the Neusiedlersee in Austria onto the trailer and tow it to northern Croatia, assemble and launch it and sail down almost two thirds of the Adriatic Sea.

We left Vienna at 5:00 am in the morning and arrived at Marina Punat at the island of Krk in the early afternoon. Driving through Austria, Slovenia and Croatia was easy except the last two hours from Rijeka to Krk, where roads were a little narrow. Assembling and launching the boat was completed by us four (myself, my wife Brigitte and our two daughters Lena and Luise (8 and 10 years) within 4 hours. We launched our Tiki 26 at 6:00 p.m. the same day and set sail next morning.

We enjoyed excellent sailing conditions over the five days heading south.

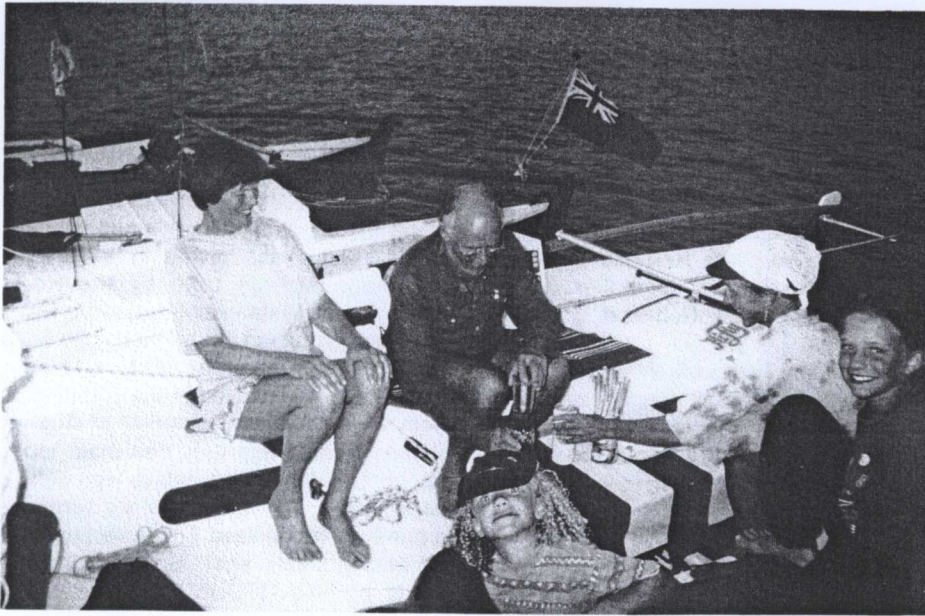
sun? - but it is a real problem). On a Wharram there is only some shadow from the sails, which according to Murphy's law is never where you have to sit. The installation of an autopilot arrangement as Steve Turner is proposing works very well and helps a lot but is not the ultimate solution to the sun problem. We tried this year something very 'unyachty', but extremely effective. Brigitte bought two sun umbrellas as you use them for baby buggy's, with a G-clamp, which you can mount almost everywhere on the boat. This works extremely well on most courses, on a broad reach even with a fresher breeze.

One highlight of sailing south was definitely our encounter with a group of dolphins south of Hvar. You can see dolphins from time to time in the Adriatic as you can meet whales west of Corsica, but this time we could have touched them, as they were playing between the hulls. They did so for a couple of minutes, and we were fully taken by the event that I didn't even thought about taking a picture. This would have been very easy as they were swimming and jumping below and in front of the cat.

On July 22 we reached the island of Vis around lunch time and sailed south along the east coast to a small island called Budicovacs providing a lovely anchorage already used by the Romans. It was quite exiting guessing will the other Wharram cat be there? So far we have not seen any other and so many ifs were involved in the planning. Before we rounded the corner of Budicovacs I could see only one mast top through my binoculars, which was definitely not a Tiki mast. As we turned around we recognised a blue rectangular unidentifiable spot. Soon it turned out to be GRATITUDES sun tent. But we were not there yet and we had to navigate very careful as we entered the anchorage from the 'wrong side' where water depth is below one meter, but Mike came in his dingy to guide us across a gap between the underwater ruins of an old harbour wall. A minute later we dropped anchor and had a welcome drink on board GRATITUDE. In the evening we had the pleasure to fulfil our commitment and 'Spaghetti a la Winkler' were on the menu card. (we prepare them usually in three courses: - with Panna (an Italien product, something between sour cream and white cheese, and add plenty of herbs, - with olive oil and lots of garlic, - with tomato sauce and herbs)

A week later saw GRATITUDE and KANANASKIS rafted up in the Kornatis (a large area along the Croatian coast with 100's of small islands), where Mike and Jenny opened their kitchen. Dinner was excellent with vegetable soup (self made) and pancakes fried in the professional way (turned by throwing them into the air) without any failure. Murphy's Law got active when I switched my video camera on. I have to admit I got very impressed how well organised Mike and Jenny live on a 21 foot open catamaran for several weeks. Stowage is obviously an issue, but solvable, as I never saw a shortage of wine.

Some days later KANANASKIS was sailing northbound. Visibility was low due to high humidity and wind was light. We were making 2-3 knots, but there was no need to rush. Our course was parallel to the fantastic cliffs of the islands. As usual I tried to get a whether forecast by VHF. It did not come in very good, but between the crrrcks and brrrs it was clear: Bora had to be expected late afternoon interrupted by thundery showers. The Bora



is a strong, cold and dry wind (force 5-10) in the eastern Adriatic which can start to blow within a few minutes. Therefore these warnings can not be ignored. The good thing is that the Bora blows always from the Northeast. Sometimes this wind creates some cloud caps on top of the mountains along the shore.

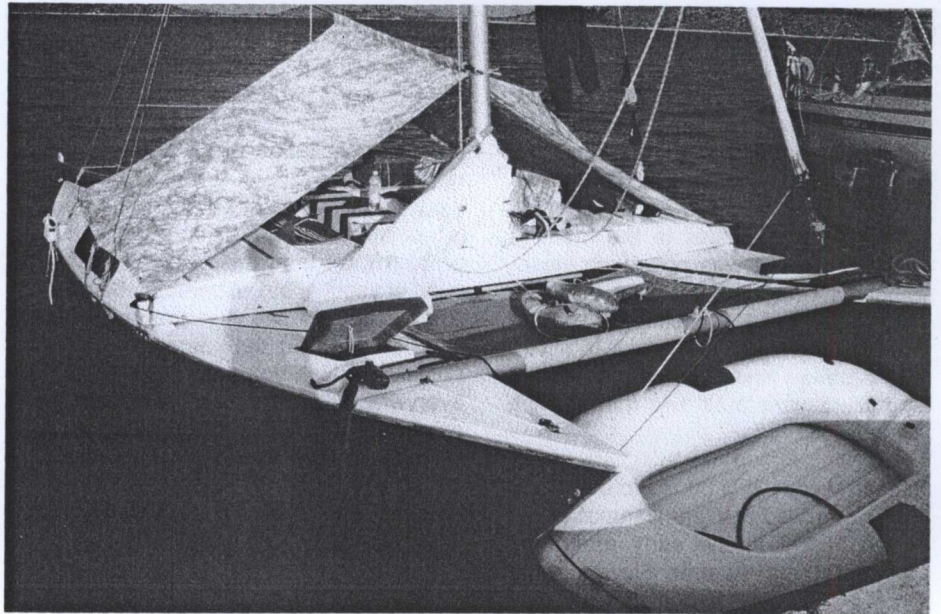
This forecast was no good news at all. 1, because we had to find an anchorage protected against Bora and the other directions, and 2, because it was already late afternoon.

We altered course to find ourselves a sheltered anchorage. Soon the haze got thicker turning the colour of the sun into red and the wind died completely. Now even the greatest disbelievers in weather forecasts knew something was to come. Two hours later we had two anchors and two land lines out. Suddenly the sky cleared up and a miracle happened - our always wet towels dried within a few minutes. A little later the Bora started to blow.

Our deck tent (D-Sails) did a great job. Our anchorage was not only well protected against the wind by the surrounding hills, it was also well protected against radio signals. We could not receive any weather report. After 36 hours our impression was that we have overdone a little because the Bora did not blow very strong. So when wind conditions went back to normal we left. We headed NE for the Prolaz Proversa, a small strait between two large NW-SE oriented islands. When we arrived there the wind picked slowly up again from NE. In the strait there were already 2 knots of current running against us and while pushing

through we had to take down the sails. The small Yamaha Malta (3.5 HP) came close to its limit, but sea was calm and finally we made it.

Having passed the strait we were able to catch a view of the Velebit mountains and there they were, the Bora storm clouds on top of the mountains. Bigger than I ever have seen them. We were now windward of the islands we just passed, when the wind increased from 20 up to 40 knots. This caused an extremely confused sea within 10 minutes and we had to beat now against it. I put in the second reef, be-



cause of the extreme motion of the boat. KANANASKIS showed large portions of her antifouling under the bow sections when climbing up the waves. I think that we had them 2-3m out of the water some time pointing high into the sky before turning and going down again. We were never in real danger, because we could sail high enough to reach a sheltered bay.

I wanted to find out if we could get clear of this leeshore with all the small islands and rocks. So I started the engine in addition to the reefed sails. Immediately we could point high into the Bora, with the engine only running on minimum throttle. Later I found out that our tacking angle was about 80 degrees. Even under these conditions we logged between 4 to 7 knots. Needless to say that we got pretty soaked.

As KANANASKIS is a GRP boat she has her outboard mounted in the cockpit, which I think is essential for her excellent motor sailer ability in this kind of sea. In the beginning I reduced the jib substantially, but found out that more jib stabilises the boat better and adds plenty of the desired suction to windward.

Finally we had cleared all the cliffs and small islands. I shut the engine off and changed to a direct course for the Marina Zut. After a wet high speed sailing we reached the marina soon, when suddenly the Bora clouds disappeared, the sun came out and the wind went down. It was a perfect summer day and the boats in the Marina set sail after having been stuck there for some days. We picked up the mooring lines and once again started to dry all our bits and pieces and prepared a nice pot of spaghetti.



From 20 years ago

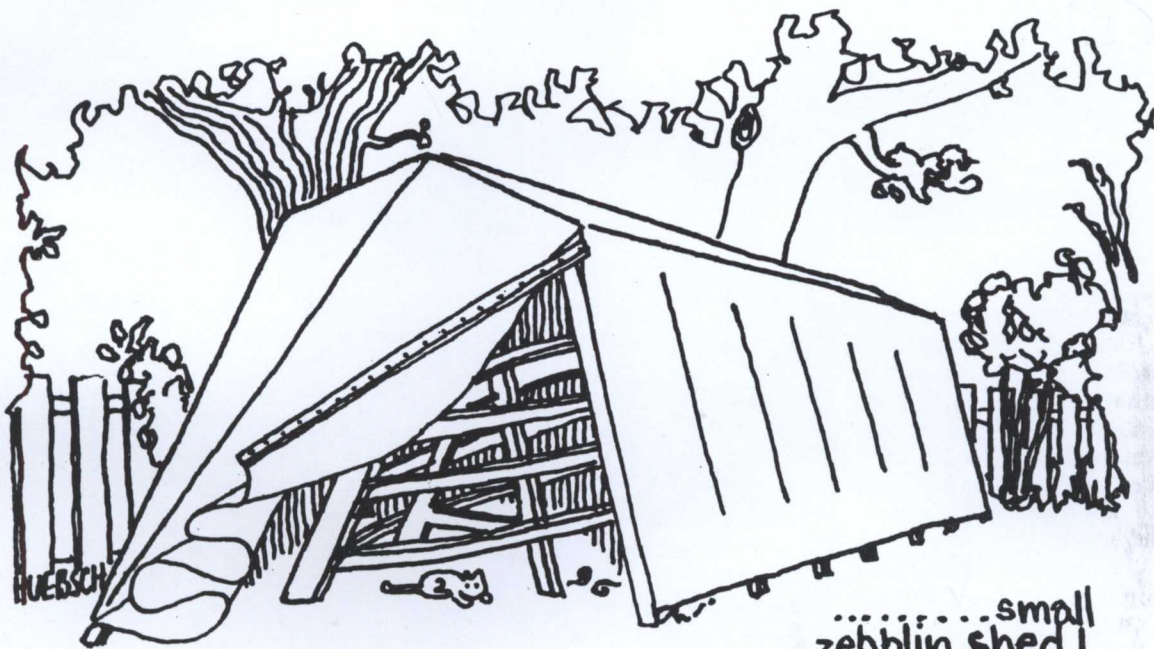
The first in an occasional series of reprints

PAGE 14

The Sailorman

DEC 1975

THE BOAT YARD

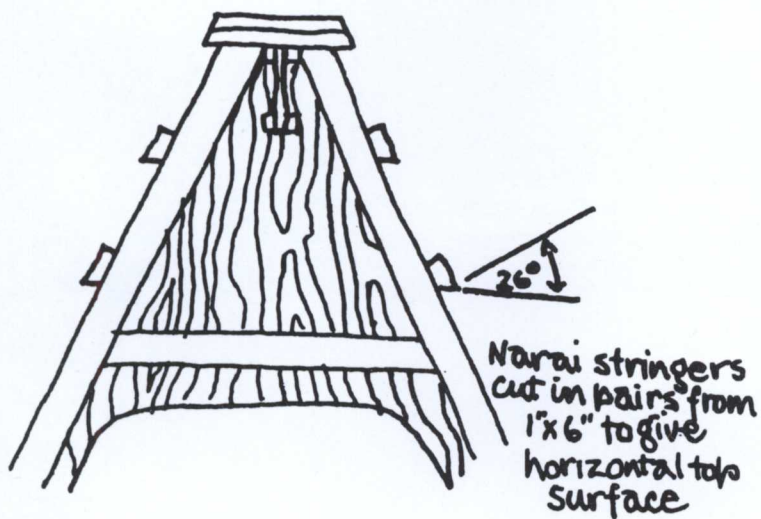


...small
zeppelin shed!

Drawings by Roland Huebsch.

Above: Narai abuilding.
How is it going Roly?

Left: Method for preventing
water lodging on stringers
and easier installation of
cabin furniture.



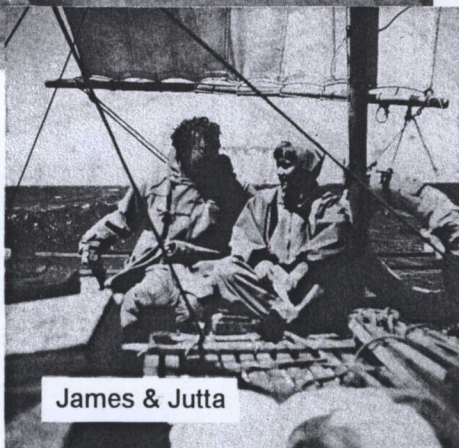
UK Summer Meet 1996



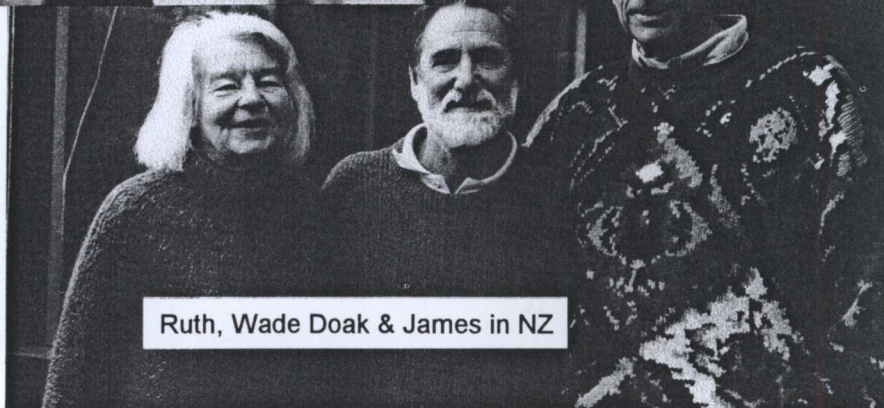
Ruth the navigator

CELEBRATION!

1996 is the fortieth anniversary of James, Ruth and Jutta's epoch making first Transatlantic trip in the 24' "Tangaroa", (see the book: Two Girls, Two Catamarans) so we are planning to make this year's Summer Meeting a celebration of the anniversary. In the forty years since that voyage hundreds of Wharram catamarans of all sizes from the tiny Tiki 21 "Cooking Fat" to the Pahi 63 "Spirit of Gaia" have followed in "Tangaroa's" twin tracks. Many of these trips have been made by family groups on boats which they built themselves, they have involved hurricanes (Tom and Carol Jones' Hinemoa "Two Rabbits") calms, social experiments (the "Kido" Project), racing (Notably Bob Beggs' *three* Tiki 26 crossings), and many, many fast, safe, comfortable passages which have become almost commonplace. For each crew however, the trips are



James & Jutta



Ruth, Wade Doak & James in NZ

far from commonplace, they are facing the same sea which the pioneers crossed before them, they feel the same doubts and fears as land slips away astern and the same elation and immense satisfaction with each new land fall. We would like to see as many different models of Polynesian Catamaran at the meeting as possible and are planning some rather special events including a Polynesian Feast! Full Details of the meeting will be in the 1996 Year Book, sent out in May after the membership renewal.

Dates for those needing to plan ahead ~ starts weekend of Aug 17th, sailing on through the week to the MAIN EVENTS on Sat 24, Sunday 25, Monday 26th which will include a POLYNESIAN PIG ROAST on Saturday evening, and *lots* of other happenings!



News from Seapeople

Australia

Mike Weigh, Western Australia writes with an account of a cruise with his Tane "Fy Naghath"

I had intended to sail from Carnarvon to Port Hedland. However, as I left, the wind turned to be right on the nose, so I had to motor (elderly 15hp Evinrude) through a very confused sea. The sea-state was also causing a heavy swell to break all along the coast once I was out of Shark Bay, unfortunately this made it inadvisable to try any of the planned stopping places where I had intended to stay overnight. Consequently, I was under motor for 36 hours until off Coral Bay (only 109Nm. run).

There are two breaks in the Ningaloo Reef about there, the southern one is not advised in a good swell, the northern one is apparently a few miles north of where I thought it was. I started in through an area of what had seemed to be settled water as I approached. Just as I was level with the breaking water either side (an apparent gap of about 400yds. wide), I heard a noise behind, turned, and saw a wave about 15 - 20ft. high already breaking. I was lifted on the face at an incredible angle, fell forward off the tiller crossbar, she broached and still went forward (sideways) at the same angle. I was frantically hanging on and trying to remember the odd prayer but she came back to an even keel but sitting on the reef. The only positive thing being that the reef is apparently like a wide shelf at that spot, luckily. About half a dozen more waves the same size picked me up, again at a very steep angle, all sideways, and moved me further each time.

I had tried to alert the local Volunteer Sea Rescue group but got no reply on my VHF. However, much later, while I was trying to sort out gear in case in case the banging up and down on the reef made it advisable to part company, the guys turned up alongside and calmly said, "well, you are OK now you're back in deep water". I hadn't even realised the nasty noises had stopped, but I had been carried right over the reef. They advised anchoring where I was till the next day when one of them would tow me in to Coral Bay settlement. My outboard had the fuel line ripped off and had ingested some water so was temporarily unusable.

Although I was in "deep" water (about 15ft.), from about 1/4 mile south of my position it's a maze of coral outcrops and the marked channel goes all

round the compass before you get to the area where all the boats moor just off the beach. Although with a tide of more than about 1.2m, with a shallow draft you can sail or motor due north more or less straight from the beach. Amazingly, there was almost no damage (a slight weep somewhere - about 1 pint a day), the motor was finally fixed, just a problem with the plugs continually fouling up. However I had to leave the boat at Coral Bay as I was running out of time to start my new job in South Hedland. At this stage it looks as though I won't be able to get the boat up here till over the Christmas holiday period.

The lessons, I was in too much of a hurry due to the work deadline. I should have tried to get a crew to go along with me which would have prevented the fatigue, very evident by the time I was off Coral Bay.

I have to give credit to James Wharram and to the chap who built my boat (his name is Brian Milne and he built it in the mid-seventies, I believe). From the banging and grinding on the reef I was surprised I had any hull left at all!

Incidentally, I tried the Ackerman Angle using brackets (as discussed with Steve Turner when I visited Southdown Marina) and it did improve the tacking. Unfortunately, they weren't strong enough for the waves on the reef when she broached.

Well, that's about it for now. I will be sending in an item for Cat's Corner as soon as I've settled in to my new home and my belongings catch up with me.

Germany

From Frank Schemikau
Via Internet

Schemikau@tu-harburg.d400.de
after visiting Southdown to collect the *Hinemoa* he bought from Alasdair Macgregor.

Hello Scott, I am back at university again. Thanks again for every thing, I really enjoyed the day at Southdown. Travelling back to Germany was o.k., only the hill out of Millbrook caused some trouble (I only managed with another car towing me!) The day after I passed, Holland had the worst blizzard for ten years! It's snowing here too now, so I can't work on the boat at the moment. Her name will be "**Pelle & Pingo**", two figures from an old Danish

comic. It was really helpful to discuss the changes I'd like to make with Steve. Best greetings to everyone in the P.C.A. Love, Frank

New Zealand

Mike Malone of Birkenhead, Auckland writes:

"My Pahi 26 "**Traumanz**" is almost completed. The second hull remains to be glassed and the main crossbeams to be made. I also own a Hina named "Gemini" which I bought eight years ago." (Mike is one of many N.Z. members who say they are interested in attending sailing meetings- We hope to hear that they have organised one soon! Stop Press!! We have just received the N.Z. Newsletter from Don Brazier, it mentions a sailing meeting to be held on the 30th of March which will be attended by "Spirit of Gaia" amongst others, Don't forget a report for the SEAPEOPLE please! Ed.)

Switzerland

Florence Roost and Alain Jacot-Descombes, who circumnavigated in their Heavenly Twins (1985-92) write to say,

"**Bird of Azure**" is for the second time in the South Pacific, Leaving Falmouth, we visited the coasts of Spain and Portugal and the Canary Isles before setting out across the Atlantic." 32 days later they reached Barbados, "We beat the record in slowness, it doesn't matter, we were very happy on a sea very quiet." Barbados proved a very noisy place and after four days Florence and Alain sailed for the Grenadines, visiting Bonaire and the San Blas islands before reaching Panama. "The San Blas are perfect! The sea with plenty of colours and maritime life, the little islands (there are more than 365 of them, one for every day!) with white beaches and coconut palms. To survive, one big lobster will not cost more than \$5 US." Panama canal dues for "Bird of Azure's" second transit of the canal were only \$20 US - "really inexpensive!" "Today after sailing more than 1300 nautical miles along the coast against wind and current, we are in Callao harbour, Peru." Alain and Florence have improved "Bird of Azure's" performance by careful attention to

weight saving, including removing the slatted fore deck and replacing it with net, removing the toilet door, the toilet and the fibreglass liner/shower tray and replacing all the floors in 5mm plywood! "For us we like the boats Dance the sea, it's always a horror to see a boat transforming into a cottage!"

U.K.

Neil Hawkesford of Swadlincote writes:

"I was very pleased to receive my first issue of Sea People and look forward to many more. I am at present land locked but look forward to getting back to sea in a few years when circumstances allow, hopefully aboard a Wharram cat. I am very keen to get as much information and experience as possible in the meanwhile. I would like to make myself available as crew to anyone in need, I am 30 something, single, fit, and have worked in the past as delivery crew and mate, I am currently working on my yachtmaster and am desperate to get some seetime in preferably on a cat. I am willing to travel and contribute to costs, if a trip to the 96 Meet were possible I would be over the moon! (Neil can be contacted on 01283 762893 Ed.)

From Graham Macdonald, London.

"I have completed the "woodwork" on My Tikiroa, the next stage is sheathing. Work is delayed by the fact that I now work on Merseyside but still have the house in London, where the boat is. It is unlikely to be finished until I live and work in the same place!"

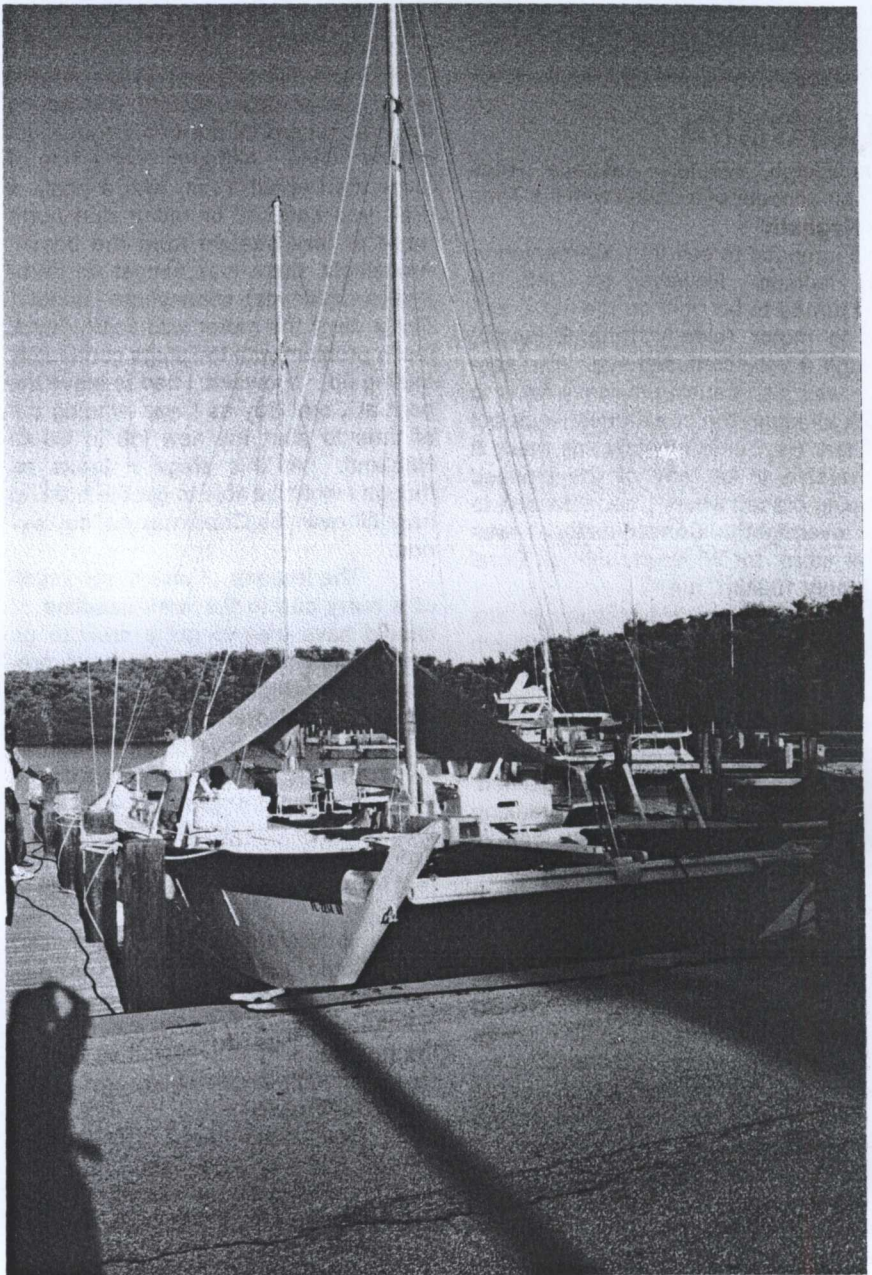
Simon Tytherleigh writes from Exeter to say:

The much admired netting on "Torora" is available from: Swan Net Ltd. Kelly's Quay, Killybegs, Co. Donegal, Ireland. Tel +353 73 31180. It is knotless nylon netting, specification 18mm half mesh size, twine no. 210d / 72. I have just dealt with the company and the netting is far and away the best trampoline netting I have ever seen. I am taking "Nellie" to the Bristol '96 Festival, I think that they let her in because they want as wide a diversity of boats as possible. the festival is to be held 24-27th May.

(Member John Clark will be launching his Pahi 42 as part of the Festival, we hope for a good P.C.A. turnout in support. Ed.)

U.S.A.

Cor Kors wrote from Brinnon, Washington to tell us about his experiences with System Three Epoxy bottom paint. "From June 1st 1994 to June 30th 1995 my Tane sat in a slip



without moving, there was approximately 8" of growth and 24 barnacles (I counted them!) these barnacles and growth brushed off with a sponge without effort so I guess that it worked OK. I hope that this inf. helps some of our fellow sailors.

Odile and Georges Mailan of Florida

are new members who write to tell us that they have bought a 48' Oro and enclosed some photo's of their splendid new boat (Built in 1979) "We are French citizens, resident in the U.S.A. since many years but newcomers in Miami (The only purpose to learn to sail and buy the boat of our dreams). At the beginning we did not really know what to buy, there are so many

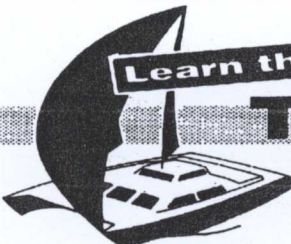
boats on the market in Florida. In February 95 we read in Wooden boat Magazine the article on James Wharram and his Polynesian Catamarans. We instantly loved the concept as we were interested in multihulls but disliked so much their styles, in fact we were dreaming of a vessel like a raft. So imagine our excitement when we read the article! It was set in our minds, we have to get one! We either find one or build one. We wrote the Wharram representative in Sarasota but never got an answer, it didn't matter because an Oro was offered in the local Sailboat Trader. We rushed to the Everglades where the boat was docked, this Polynesian catamaran was for us the moment we saw it. The simplicity, the materials used, the deck space, the stability- we loved it! At this point we had to make a quick

decision even though we were not at our best financially. We all know, when things are meant to happen, they happen no matter what. Of course, we bought the boat and left with it!

We now live on the boat at Dinner Key anchorage in Miami and enjoy every minute of it. We are planning to make some changes to a few things and equip our wonderful boat for blue water cruising. The cat was named "Cheerio" by the charming people who sold her to us, prior to them she was "Catdancer". Have you heard of her before?

("Cheerio" used to belong to members Sara and Dain Frank, who haven't renewed their membership this year, now we know why! If anyone knows her previous history, write in. Ed.)





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Book Review

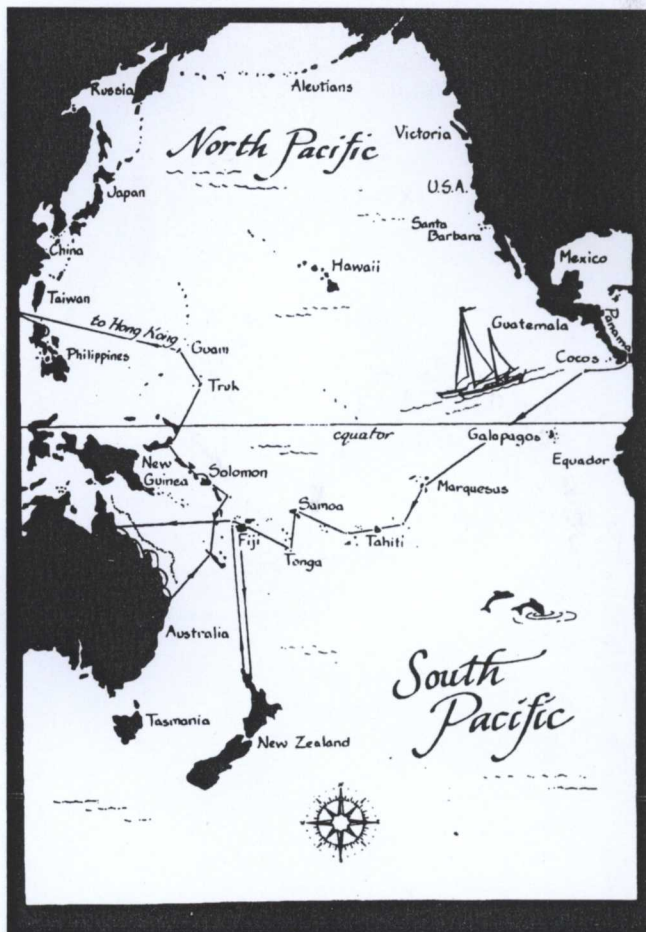
Steve Turner

HOME IS WHERE THE BOAT IS by Emy Thomas.



This book is the story of a middle class, soon-to-be middle aged, female American journalist who met, fell in love with and sailed away with an impecunious wandering English "yachtie" and his 45' Wharram catamaran! Although Emy Thomas describes herself as a "reluctant sailor", she cruised for twelve years with Peter Hansen and "Solanderi". The book is not just a simple account of cruising but instead tackles a different facet of the cruising life in each chapter. Entertaining, informative and touchingly honest, her book is an excellent read and especially recommended for the would-be cruising sailor.

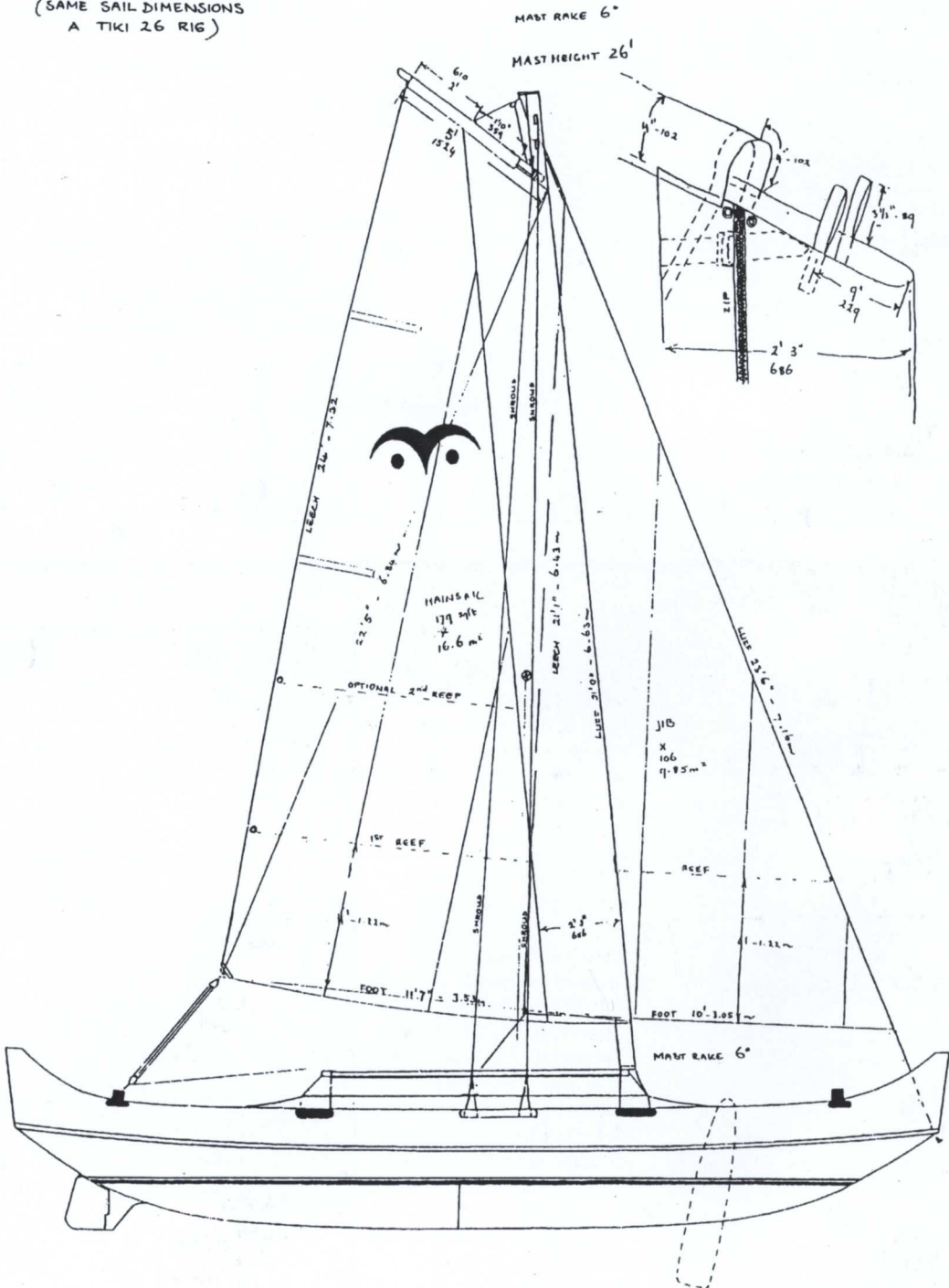
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