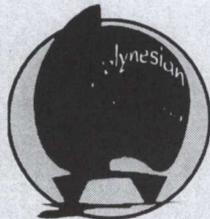

The Sea People



- Rory McDougall ~ Part II
- Tim Forrester ~ the Corinth Canal
- Ruth's Diary
- TIKI 26 ~ Volante
- Cat Corner ~ Brittany
- Meetings reports

The Sea People

Magazine of the
Polynesian
Catamaran
Association



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Contents

Ruth's Diary	3
TANGAROA MK IV ~ Iga Khalee	4
Cat Corner ~ Brittany	5
Tanenui ~ Kaoha Nui	6
Cruising ~ Albania	9
PAHI 42 ~ Kaimalolo	10
Austrian Summer Meet	12
TIKI 21 ~ Cooking Fat	14
Cruising ~ Ionian Sea	20
TIKI 26 ~ Violante	21
Book Review	23
News from Sea People	24
Editorial	25
Meetings	26

Editorial Team: Adrian, Steve, Scott
Assisted By: Annabel

Editorial Address:
PCA
Southdown Marina
Millbrook, Torpoint
Cornwall PL10 1HG

Front Cover Photo:
"Cooking Fat."
Another sunny day in
paradise!

Wharram Cats



Scott Brown

Southdown Marina
Millbrook
Torpoint
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RUTH'S DIARY

1996 was a busy and rewarding year.

Ruth Wharram brings the adventures of "Spirit of Gaia" up to date.

During most of 1996, we have been studying the Canoes of the Western Pacific (Melanesia), sailing over 4000 miles.

James and Hanneke flew to Auckland,

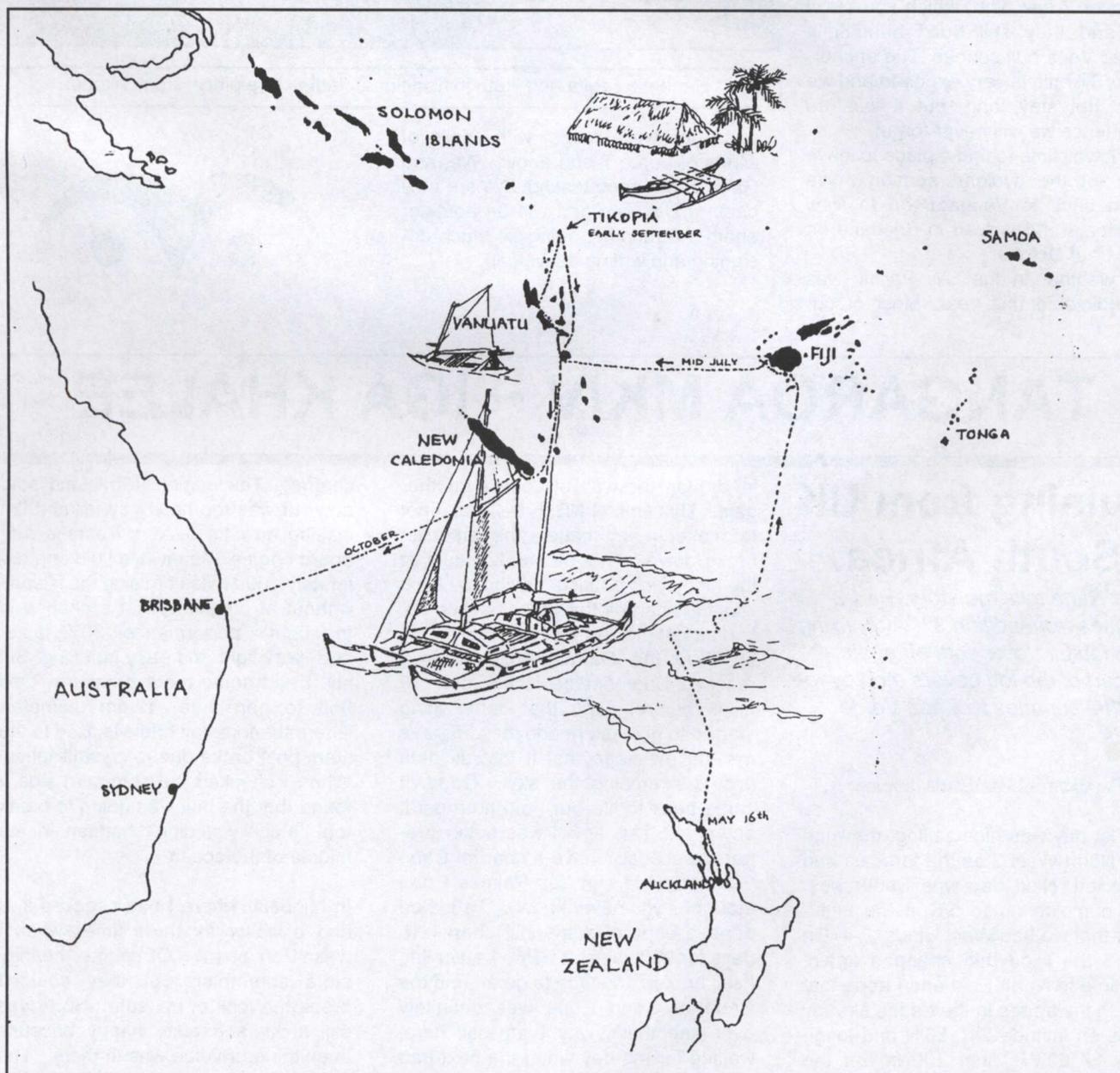
the WAKA MOANA Symposium, a UNESCO sponsored event at the N.Z. Maritime Museum to discuss double canoes in the Pacific at which James was a speaker.

After this, Gaia was sailed north to the Bay of Islands with a group of friends, where final preparations were made for the coming voyage.

On May 16th, (Spirit of Gaia's fourth birthday), we left for Fiji, with Lew, an experienced sailing friend from Auckland, and Freya, whose father we

had hoped to visit the Eastern Lau group of islands, where they still sail canoes, but no permissions were granted to any yachts wishing to sail there (Bureaucrats!). However, many interesting people were met and beautiful places visited.

In Mid July, we left and sailed for Vanuatu (former New Hebrides) with just Freya as extra crew. Vanuatu is very beautiful and quite unspoilt, except for the missionaries who are doing a good job in teaching the people the sins of wearing little clothing and



New Zealand, in February and spent a month preparing 'Spirit of Gaia' for the sailing season. (Hard physical work after a winter in the office!!) In March we (Jamie and myself) joined them for

knew as a Pahi 31 builder in Montreal. The voyage to Fiji was hard with easterly gales, but Gaia withstood the battering, arriving in Suva on the 25th. Six weeks were spent in Fiji, where we

making them all go to church on Sunday. (Maybe they did stop them from eating each other!) However, the people were very friendly and outrigger canoes are still the main island vehi-

cles, giving us plenty of opportunities to study, measure and photograph them. Sailing in on a large double canoe does open up discussions immediately.

The highlight of the voyage was at the beginning of September with a visit to the island of Tikopia, a Polynesian outlier at the remote eastern end of the Solomon Islands. Just 2½ miles long and populated by around 2000 people, it is a long way from the Western world (a supply ship once a month, no air strip, no electricity, no 2-way radio).

The island is run autonomously by four chiefs (Ariki). The people live in large thatched houses with doorways just over 2 feet high, which you crawl into and they still build beautifully carved Veed hull canoes. The anchorage of Tikopia is very exposed and we could not stay long, but it was an experience we will never forget.

Now it was time to find a place to leave Gaia for the cyclone season. We sailed back to Vanuatu, on to New Caledonia and arrived in Brisbane on the 11th of October.

The weather in the SW Pacific was unpredictable this year. Most of our



Hanneke Freya and Ruth in traditional "ladies one piece" from Tikopia

passages were rough, with spells of winds of Force 7 and above. We, and Gaia, had a good testing. We are now back in Devoran and will be here for another 6 months, doing as much designing and writing as we can.



TANGAROA MKIV ~ IGA KHALEE

Cruising from UK to South Africa.

Volker Ruge tells the story. Part 2 continues from edition 31. After fixing all the faults, Volke sets off again. This part of the log covers the voyage from the Canaries to Cape Verde Islands

LAS PALMAS TO CAPE VERDE ISLANDS

The 1st day was nice sailing, the wind was North West 3 as the forecast had predicted. Next day was South west 2-3, pumping up to 5/6 in the night. After that we had West winds, 2-4. On day 5 the wind had changed again, this time to North East and I hope that I am in the trades. In the trades already I was on latitude 24° 50'N and longitude 17° 00'W, just 100Nm off the coast of Africa. In the afternoon, I tried a Genoa again, this time, the reacher. F2-3, 2 hours, head eye pulled out. Halyard up, same business again. I should think about mast steps. Well, heading to Mindelo, Cape Verdes Is-

land. On the way of course another gale. This time N-NE, F 9-10, and not to make it any better, the autopilot broke down. That meant 12 hours at the helm lying a hull or hovering to. Next was the chart plotter which packed up. I could not pick up sats any more but I still had the Garmin 45. When I reached Sao Vicente luckily only 10 miles before, even that damn thing started to give me headaches. It gave me the message that it lost all data and is searching the sky. Good, it came back to life but I did not trust it anymore. This time I was better prepared because I have a chart of Cape Verdes Island. In Las Palmas I had thought: 'you never know....' and had done a copy of a friends' chart. 15 days for 900 miles, 2 GPS, 1 autopilot, I sail broken, the time to go around the Cape of Good Hope was definitely over and that's why I am still here, waiting for the day when the next part starts!

I sent the Garmin the antenna of the chart plotter and a part of the autopilot to Sutton Marine and they have replaced or fixed everything free of

charge! The engine is out and sold now. It was too heavy by far and I'm waiting now for a 25hp Yamaha outboard engine. Meanwhile I did approximately 1000 miles cruising the islands without an engine. What a change in the boat's performance! 30% faster and very light and easy handling. But still I had some more problems. One bolt to port side, 12mm diameter, where the forestay bridle is fixed to the stem post broke due to crystallisation. When I checked the starboard side, I found that the bolt was going to break too! Luckily it didn't happen in the middle of the ocean.

In Mindela, where I had checked in, I had a visitor for three times when I wasn't on board. Of course, he/they stole something but they couldn't break the lock of my safe! So I was still lucky and quite happy because everything of value was in there. The best anchorage for my opinion in Tarrafal in Sao Tiago. Sandy bottom, well protected, almost no swell, nice little wooden bar right on the beach and so on.

(Cont'd on page 23)

CAT CORNER ~ BRITTANY

The Trieux River, Ile de Brehat and Pontrieux

Simon Tytherleigh reports on this corner of Brittany - Northern France

One of the great things for me about having a cat, especially a Wharram, is that I am not tempted into those floating ghettos called marinas. It started with the fear of not being able to manoeuvre easily in confined areas, and not wanting to be charged double, now it's a habit of going to traditional harbours and anchorages. The monomaniacs can look down with scorn from their pontoons, but they completely miss the obvious fact that the old harbours offer the best shelter ground around. Many of them dry out, so they are perfects for cats.

Although Lezardrieux, on the Trieux River in Northern Brittany, does not really have a harbour, it is a good case in point. A couple of marina pontoons have been built right up into the stream of this majestic river, and monos just get stuck in there like wasps in a jam jar. When the tide is ebbing they are pinned tight and have no choice but to hope the fenders don't pop before the tide turns! The Harbourmaster must be on our side, because he won't even let multis tie up there. Under no circumstances go to this marina-from-hell! Fortunately there are much nicer places to go to on the river, and it is well worth discovering.

The approach to the Trieux is extremely well-marked by huge beacons and lighthouses illustrated in most pilot books. But beware of the strong cross current in the approaches. This is not marked on tidal atlas, and is best checked with transits to see which way you are being set. The wild and wonderful lower reaches of the river stretch some 5 miles up to Lezardrieux, but at the entrance to port of the main fairway, is the Ile de Brehat. Look out for Gosrod daymark, and steer into the anchorage called La Corderie tucked into the middle of this pretty island. Take care to follow the channel that takes you East, and not the southerly arm, I think there are two red marks for the easterly one. Pilot books recommend

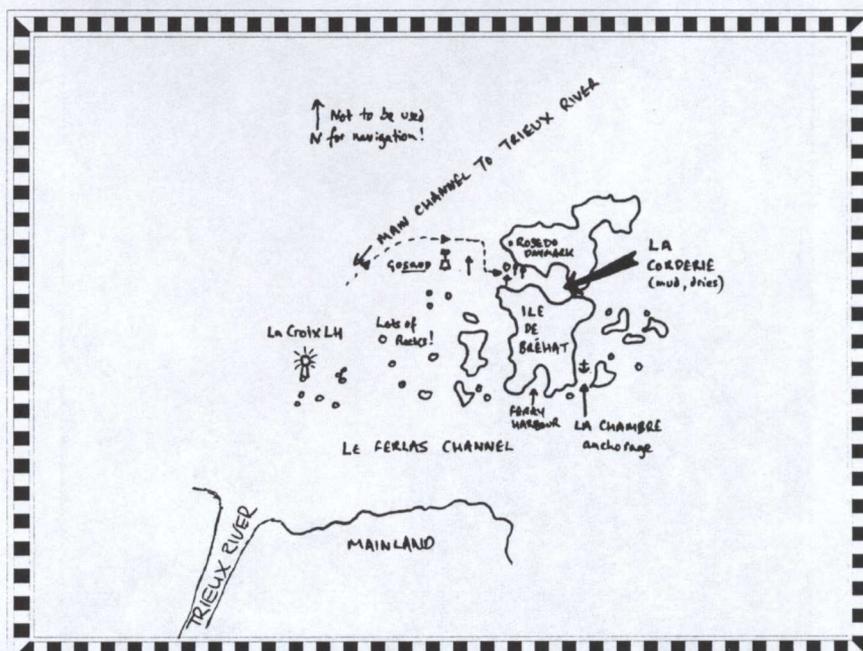
anchoring for monos in a deep pool, but we ignored all that and went right in to find an area that was perfectly protected from all aspects. It is possible to park right up on to the beach, avoiding local moorings, or to settle in the blue mud further off. The island is like the Scillies crossed with West Scotland, rugged yet warm. It has a lot of immaculate holiday houses, roses and honeysuckle everywhere, a village square with restaurants and bars. A real delight.

Downstream from Lezardrieux is the Perdrix green beacon, and to starboard just below it are a number of buoys, white for visitors. We were not charged for a night there, but the showers at the marina were 11 Fr. The town is about a mile walk, or a kilometre and a bit in French. And yes, the tide does come racing through, so you do need to take care. Perhaps a better place to anchor would be beyond the town, under the bridge and over to starboard. Here the river seems to have bulged out before rushing down past the marina, and we saw some yachts anchored quietly near where a sandy beach is marked on the chart. I am not sure about drying out, and most of the banks of the river are steep-to, so sounding is advisable.

The real treat is the trip upriver to Pontrieux. It's worth taking time over it. Deservedly considered one of the most beautiful rivers in Brittany, The Trieux allows seven miles of navigation between densely wooded slopes. There is a chateau halfway

(with mooring buoy and restaurant). We were able to sail right up the chateau, then motored up to the Pontrieux lock. Navigate the river on the flood (leave Lezardrieux at about half-flood), keep to the outside of each bend, and if you anchor, especially at night, keep out of the fairway because big sand dredgers travel up and down.

When you lock in to the Pontrieux basin, it looks at first as if you have reached some awful industrial area. This is the gravel works, the town is quite a way beyond. Moor against the wall or other boots, port side to. You may need to warp round to get out again, but there are plenty of willing hands around. We were greeted on arrival by a displaced Guernseyman, David, who is a local artist with a good exhibition at this house opposite the boats. Of course he wanted to sell pictures (and succeeded in my case), but he was genuinely very welcoming and gave us a map of the river with lots of useful local information. We found ourselves pleasantly disposed to enjoy Pontrieux itself. It is a "ville fleurie", with two squares, a stone fountain, a boat full of flowers, in short all the attractive things you go to France to find. Very peaceful. Most of the yachtie visitors have been there many times before, and it is definitely a place I shall return to. For a basic meal of good French cookery, at a very cheap price, book at the Chez Jacqueline in advance. Her place is a mere stumble from the boat..! Perhaps Pontrieux is not really a corner just for cats, but it is certainly a great place for



TANENUI ~ KAOHA NUI

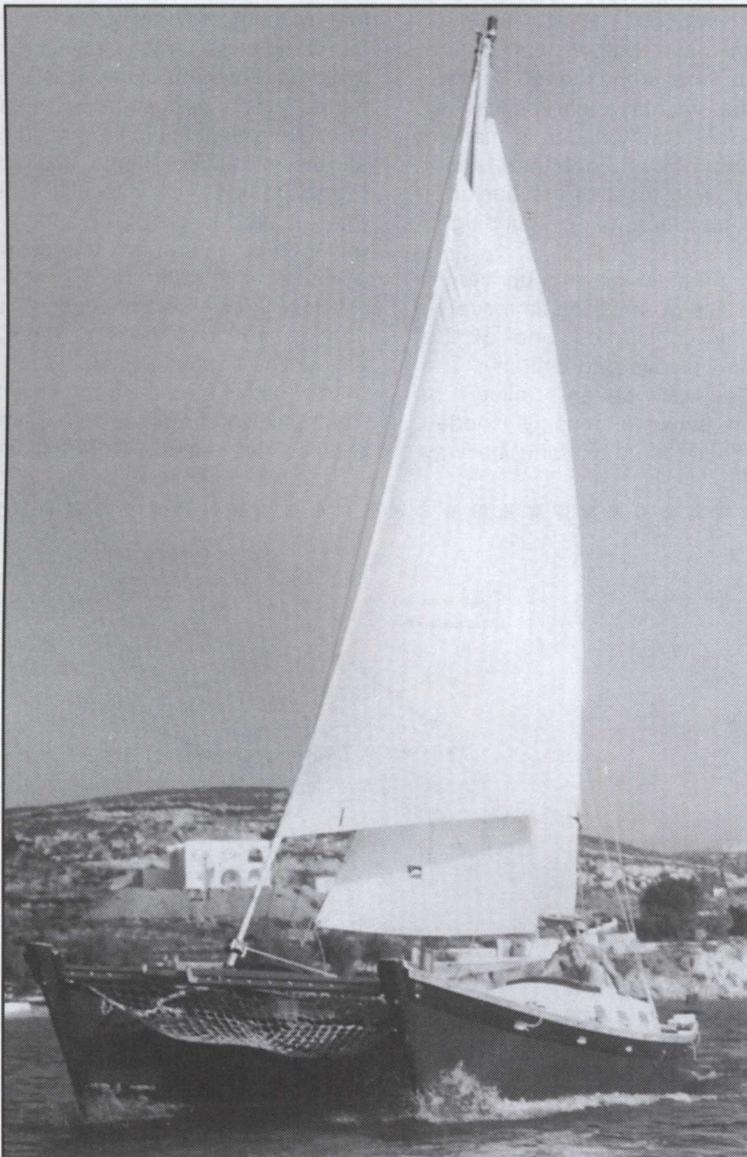
Kaoha Nui comes home.

Tim Forrester relives the story of the Mediterranean delivery trip.

Having acquired KAOHA NUI, a 20 year old GRP TANENUI from fellow PCA member, Roger Home there remained only one minor problem - the boat was in the Aegean Island of Paros and I was based in Naples Italy, a distance of some 800 miles. Roger was generous in allowing us the use of his house in Paros while we prepared the boat for the journey, and several fine trips down to the Island were had in 95, but the nettle had to be grasped eventually and it was decided to set off for Italy in May of last year. My brother-in-law John flew down from Glasgow for the voyage and much to



The Corinth Canal - one of the world's man made navigational wonders!



the surprise of the locals (KAOHA NUI was considered part of the scenery), we sailed away from Paros on the 7th. Our track was planned for as near a straight line as possible to Southern Italy, therefore we headed for the Corinth Canal initially. The first day gave us a foretaste of the capricious weather of this part of the world. Light airs were followed by a calm in a sloppy sea, then exciting reaching winds in the acceleration zones between the islands. As the sun set we sailed up to anchor under the magnificent temple of Poseidon at Sounion. This had been a 70 mile day sail - a serious step in the right direction.

The next leg took us up past Athens to the Canal. Purring along under power from the Yamaha 9.9 (the greatest thing since bottled beer), we could see the perfect china blue sky besmirched by the awful amber saucer of pollution which spreads out from the city. By 1600 we were at the Canal. I feared hassle over documents (transit logs etc) but received none. Like in Italy, paying cash seems to ease all bureaucratic snags and I parted with the 45 pounds fees with some relief. The cost seems high, but as JW observed about Panama - it beats going round! Corinth Harbour overnight was a challenge as I had never "Med" moored

Left: Kaoha Nui " in the groove"



Tim at the helm

(The PCA penant can be seen in most parts of the world; do you have one?)

before. John proved to be the expert on this and a bows to approach with the anchor dropped in plenty of time off the stern did the trick. No harbour dues but no facilities either.

Next port was Trezonia Island, a stop recommended by Scott Brown. The apparently dirty water of the Gulf of Corinth yielded our first encounter with dolphins, a lively group of 6 kept us company as we initially motored through an oily calm. An old sailors' saying goes "when the sea hog jumps, stand by the pumps", and sure enough we were battling a stiff head wind and choppy sea by the time Trezonia was in sight. It does not take much wind in these waters confined by mountains either side to whip up a nasty sea, just what a polycat likes least. Arrival at the

lovely Island of Trezonia made up for it though. Mooring was unbelievably easy as the EEC has built a huge marina for about 200 boats, and we were one of only 4 to use its' free facilities. The Trezonia Yacht Club is perched on the hillside overlooking the bay. We were met and made most welcome by "Commodore Alison" a statuesque young lady clad in a black evening dress. The food was not great, but who cares! A lazy start to the next day was a mistake because by the time we approached the Straits of Patras a good force 4 to 5 was blowing from the west forcing us to turn back to Trezonia.

The following day we set off at the crack of dawn to beat the apparent daily blow from the west and were pleasantly surprised to pick up a gentle easterly. What was less pleasant was that it forgot to stop blowing up and by the time we were negotiating the narrows off Patras I estimate we were in a full gale with gusts over 50 knots. Bare poles, white knuckles and forced smiles were the order of the day as we surfed down increasingly huge seas heading west, fortunately with 200 hundred miles of sea-room ahead of us. Any thought of trying to make harbour was dismissed as far too risky and "Kaoha Nui" was plodding downwind and sea in the time honoured Wharram fashion. I think Tom Jones described it as "like a cow munching its way down a row of tomato plants"! After 4 hours of this torture the wind moderated then died completely. Just as we made sail, broke out the beer and sun oil it picked up from the south and within 1 hour was blowing force 8, this time pushing us towards the islands to the north. A glance at the chart showed the near-



Haul out at the end of the voyage.

est shelter to be a very small, deep bay in the north of Oxia Island, immediately to the north. With a scrap of jib and full motor power we fought the ferocious wind to anchor near a small fish farm in the bay, however due to the powerful and unpredictable squalls we dragged at each attempt to hold. Just as we were despairing, the fish farmer beckoned us alongside his tiny jetty which clung to the shore, held by lines to the boulders on the steep slopes of the bay. Anyway, the whole thing held and John and I drank ourselves steady on Ouzo with the help of our new found Albanian friend. Somewhat rattled now we decided not to head off directly for Italy but to narrow the gap by working up the Greek coast a bit. A lovely sail with a swimming stop in Aboliki Bay took us up to Levkas, a good stop for stores, chandlery etc., then leg one ended with a high tech lift out at Preveza, a very smart and inexpensive yard with excellent facilities.

By August the angst had calmed and the mental scars of leg one had faded so I persuaded my oldest sailing friend, Nigel Mogg, to fly out for a week to try to finish the delivery. Nigel is a PCA member and fellow Tanenui owner who has accompanied me on previous harebrained adventures. So with a fresh case of beer onboard we sailed for Italy, with a whole 7 days, at the start of September to crack the remaining 400 miles. Having set off for the crossing of the Ionian Sea on the morning of the 2nd we sighted Italy on the 4th but fought headwinds and

dodged thunderstorms for a further 2 days before putting in to Reggio Calabria in the Straits of Messina on Friday the 6th. Hailstones the size of large marbles amused us briefly during this leg, until we found out how they felt when they hit you on the head! A visit by 4 Rissos dolphins at sunset one night was an eerie experience. The largest was about 10 feet and almost white with a very scarred back, as he swam between the hulls in the half light I felt very close to a powerful, wise creature, very much a vulnerable intruder in his domain. After a cup of wonderful cappuccino and a top up of petrol in Reggio we weighed up the options.

200 miles to go and only two and a half days before I had to be back at work and Nigel had his flight home. An enquiry about berths, yards etc proved discouraging for a stop over. Just then the wind died, the sun came out and the Straits of Messina beckoned, so we threw caution to the winds again and motored off at 6 knots to the north. The legendary whirlpools of Scylla and Charybdis proved to be no more than eddies and the fine conditions held until we were well clear. 2 days of close hauled battling up the coast followed, including 1 night hove to with us both huddled down below for several hours. Nigel never flags in these conditions and forced us to heat some soup, get back up and get the boat working again. By Sunday we were totally worn out but with 12 hours left we were in sight of Capri, and probably within earshot of Sorrento the lege-

nary home of the Sirens, just south of Naples - our final destination. Unlike Ulysses there was no need to lash ourselves to the mast. However, as in keeping with the rest of the journey we were headed again by a stiff northerly and reluctantly bore away to Salerno, reaching there at 1830 on the Sunday night. I made work on Monday morning, Nigel made his flight and Helen and I finished the trip the following weekend with a glorious reach across the Bay of Naples.

Like most of our offshore voyages this was not fun, but it was a special experience shared by old friends who are even firmer friends now. The Mediterranean, even in Summer is a treacherous place and should never be underestimated. Helen summed it up as we stepped ashore at our home yacht club in Naples, "Well done - don't ever do that again!"



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CRUISING ~ ALBANIA

New European Cruising Area

Gerald Winkler brings us up to date with one of the last country's to open up to cruisers.

Finally I am back in Austria after almost one year abroad. My job kept me there twice as long as expected, but I managed to have some holidays in August, which were too short for trailing Kananaskis to the Mediterranean, but good enough to escape to Turkey and to organise our boat meeting. Kananaskis was launched the day before the meeting.

I want to share some information about Albania with the other PCA members. Stories about Albania are increasing in the various boating magazines. Having lived and worked there for a year, I think I am competent enough to correct some of the given information.

Albania is a small and wild mountainous country with a long coast line, which was separated from the outside world until 1991 by a communist terror regime. Time stood still there for at least 50 years. It is picking up now, but you can not change the mind of people in such a short time. The coast is of great interest to sailors coming or going from or to the Adriatic Sea. It has the potential to replace the old traditional route Corfu (Greece) - Brindisi (Italy) - Dubrovnik (Croatia) by a new one through Albanian waters with a stop over in Vlora or Sarande.

There are at least four ports of entry along the coast (Shengjin, Durres, Vlora and Sarande) and I know about a few boats who have done it. Harbour authorities are not used to deal with private boaters. Therefore you have to announce (via radio or agent) your arrival well in advance, like commercial vessels do.

There is a German company marketing a Marina near Durres and Albania in general as good cruising area. This is not 100 percent true. There is no marina so far, only a construction sign and reefs around some few meters of a mole.

In case you want to leave your boat to

explore the country it is a must to find a guard first. Guards at parking lots are not armed in the north, but in the south I have seen them with machine guns. People are extremely poor and any equipment is very tempting. There are a lot of great places to visit such as Butrint, an incomparable archaeological site, or the old villages like Girokastra or Berat, or the amphitheatre at Durres.

Southern Albania is an illegal gateway from East Europe and Asia into the EC via Italy. Therefore boats are desperately needed to transport refugees and also drugs. Their stories can be found almost daily in the local newspapers. A single human life does not mean too much in this business. So I do not recommend to spend a night at a lonely anchorage.

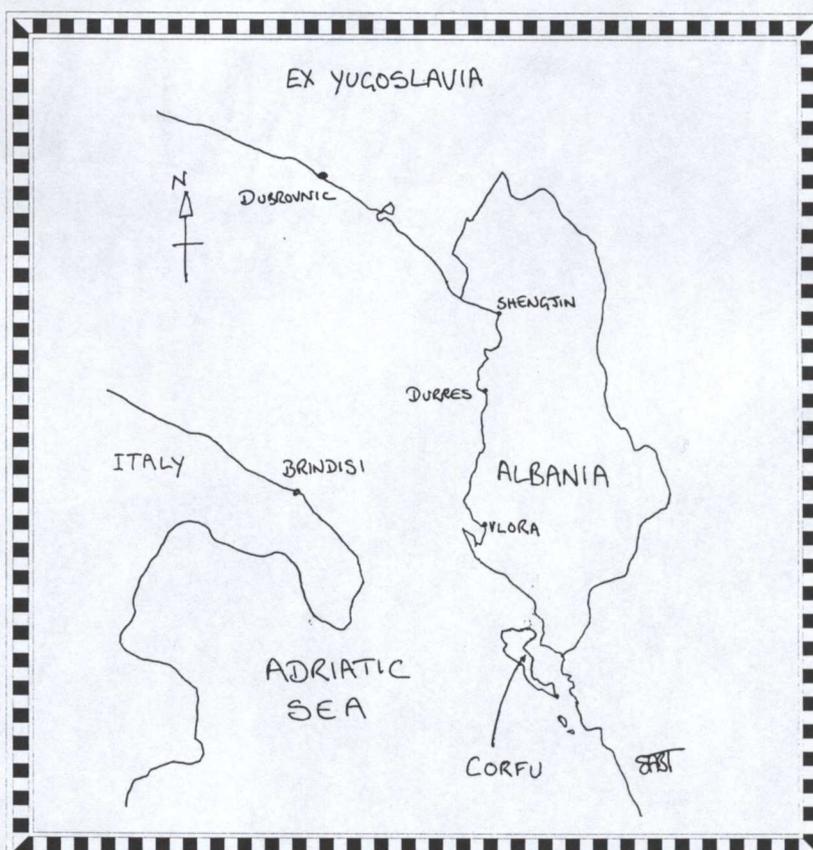
Sheltered anchorages are also very rare and real cat corners. The northern coast (Adriatic Sea) consists of an endless flat sandy shoreline, the southern one (Ionian Sea) is extremely beautiful with limestone cliffs interrupted with sandy beaches. There is only one larger island in Albanian waters (Zazani close to Vlora) and a few bays south of it. Gjiri I Palermos is one of them, a great place, where a

holiday resort with a marina is planned. This is the most concrete tourist project of its kind in Albania now.

Because of the limited activities (no private boats until 1991 allowed) the Albanian waters are relatively clean and rich of fish. There is a fish restaurant in Sarande (a town opposite the Greek island of Corfu) which serves world class fish dishes. Albanians are used to work very hard and if they run their own new business the service can be extremely good.

So far the infrastructure in Albania is very poor except in the capital of Tirana. Food situation is getting better, but there are other problems e.g. electricity and water break down mainly in winter, travelling on your own is very difficult, the roads are breaking down, no telephone network outside the few cities, health and safety are permanently threatened, but somehow life is manageable. It is like it sounds - an adventure with a bit of risk in it.

Gee, this was not my intention to write an article about Albania, but may be you read between the lines, that I had a hard and interesting time there and, that I really like Albania.

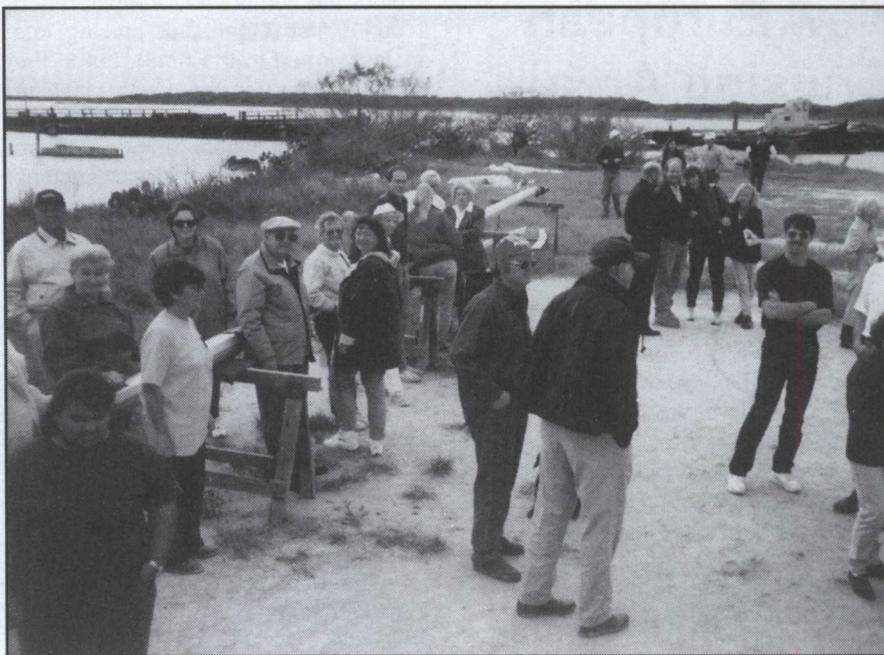


PAHI 42 ~ KAIMALOLO

Kaimalolo is brought to life.

Bob & Cleo Philips bring their PAHI 42 project up to date...there is a "christening" in the family!

On Saturday, November 30, 1996, friends and family members gathered at Williamson's Boat Works, on Baffin Bay, near Riviera, Texas, to help celebrate the christening of our Pahi 42, KAIMALOLO. We chose to hold a christening ceremony rather than hold a launching party because of the dangers involved in launching the boat via crane. We felt that we owed our "cheering section" an opportunity to share in our joy of accomplishment. We hope to launch in January 1997. I have only a few odd jobs to finish before we can go into the water. If all goes well, (how often have we heard that phrase?) we should be able to complete bay and sea trials before Spring. We hope to be able to set off across the Atlantic by early June (icebergs permitting), in which case

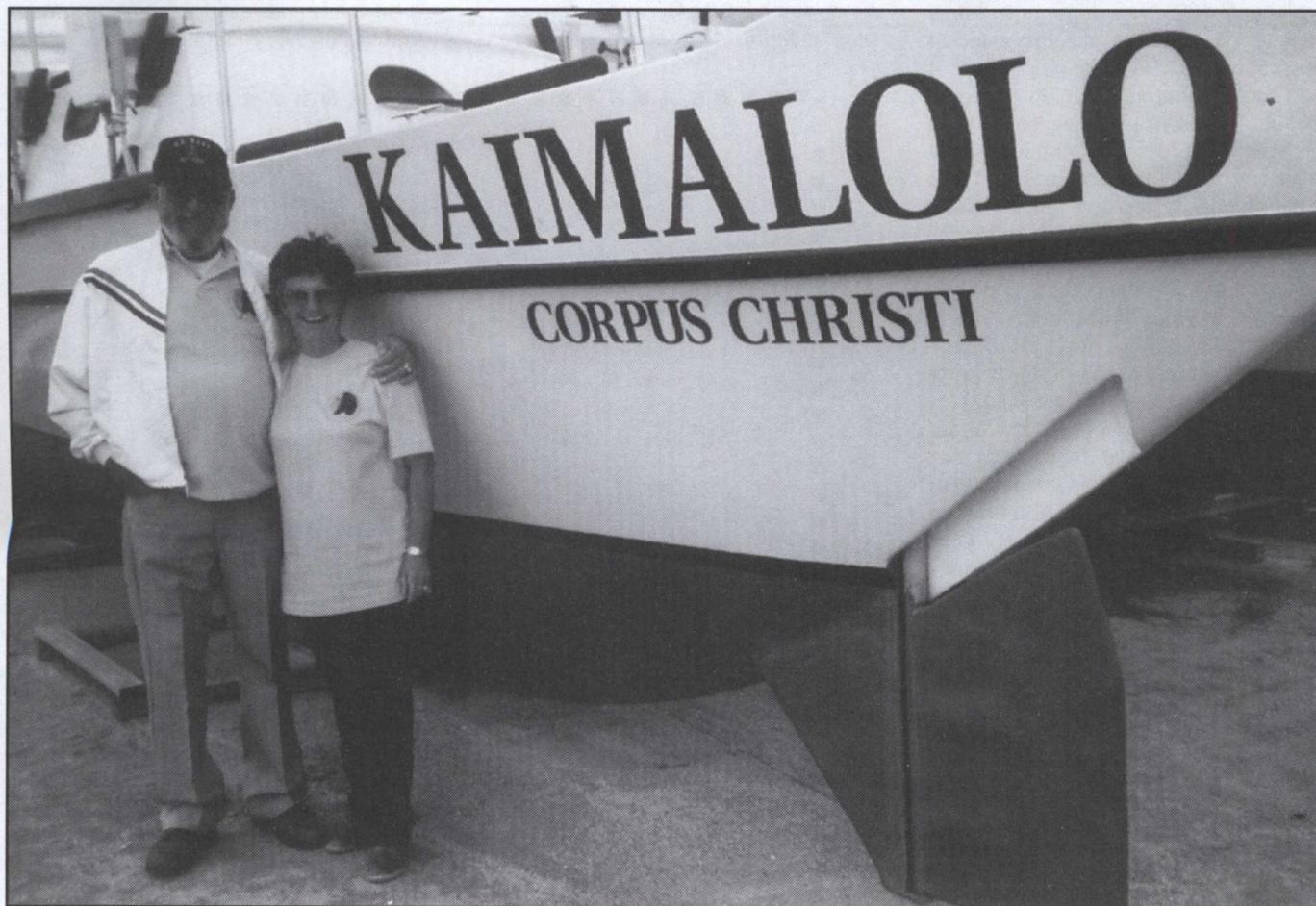


Part of the crowd of over fifty gathered for the ceremony

we would be in or near the Irish Sea by late June. We want to visit Cornwall before we must head back south to avoid the Fall gales.

(We look forward to seeing Bob & Cleo at the 97 Summer Meet. See the Year Book for details - Adrian)

Bob and Cleo ready for the launch





Above:
Starboard Sponsor Lyke Feeney does her thing on
the count of "three".

Below:
Port Sponsor Dru Sheldon ministers to
her hull with a good right uppercut.



AUSTRIAN SUMMER MEET

1996 Wharram Trailer Sailer Boat Meeting

Gerald Winkler reports on the 3rd Austrian annual event.

"Storm warning for the East of Austria, with gusts up to 100 km/h, temperatures around 10 degree C, and snow has to be expected in the mountainous areas around Vienna". This was the weather forecast for the afternoon of September 14th 1996, the day we had scheduled our 3rd annual Wharram Trailer Boat Meeting at the Neusiedlersee, Austria.

Bad news, so far we had been very lucky with the weather for our fall boat meetings at the Neusiedlersee (see



Happy smiling faces on the Neusiedlersee.



TIK 26 "Kananaskis"

Cat Corner Mag. 25). The lake is only around 1 meter deep, so in strong winds a choppy ground sea can develop, which makes boating impossible. In gale conditions you can see even the bottom of the lake between the waves.

Not unexpectedly, people kept phoning in to ask if the meeting will take place. The answer was yes because of the following reasons:

- * weather forecasts can be slightly wrong (politely)
- * trust in our luck (crazy)
- * polycats need wind to sail (absolutely correct statement)
- * 100 km/h equals app. 50 knots (which is only half of it)
- * 50 knots in gusts is app. 20 average, which is fine for sailing (I like math)
- * sailing is an outdoor activity

I was not quite sure if all these points were really convincing and therefore worried that we could have a Wharram boat meeting without any polycats at the meeting point.

However, reality was that at least one of those above points was accepted. The day of the meeting started even with sunny spells, but around lunch time the sky changed from partly blue to grey and black, we got some rain and wind picked up to 20 - 25 knots. Temperature was not around 10 de-

grees, it was below 10.

But these conditions did not hold people off the meeting and finally seven Wharram catamarans congregated at the Bauminsel:

- * Tiki 26 Two Husky's - Reinhold Schroder,
- * Tiki 26 Kananaskis - Gerald & Luise Winkler
- * Tiki 26 Papalagi - Meinhard Koch et many al.
- * Tiki 26 Aura - Helmut & Gabi Rieder
- * Tiki 21 Walter Trentin
- * Tane Gerhard Bobretzky & Crew
- * Pahi 26 Aquarius - Jannis Steiner & mate

The toughest cookie was Walter Trentin who had to beat against the elements from Rust in the SW of the lake, the longest trip to the meeting point, single handed in his 21. (Map of lake was in Sea People No 25.) Two Husky's was also sailed single handed even without an engine. This gave Reinhold some severe trouble, when he tried to return into the box at the marina Podersdorf later in the evening.

Contrary Meinhard Koch showed up with a crew of ten on Papalagi. Like many boats he is using an electric outboard engine sourced by a 30 watt solar panel, which works very well. Men and women at the meeting were not powered by the sun this time, but rather by hot tea, orange juice and rum, mixed at equal parts. If this was the reason that Helmut Rieder had a quick step between two rafted boats, I don't know.

The mood was excellent and it was interesting to hear the different stories such as Josef Meiers story how he has completed his Tiki 31, after the hall roof collapsed below one meter of snow. His new born daughter was the youngest Wharram enthusiast at the meeting. Also news about Roland Walter who sailed single handed from France to the island of Menorca, which is a windy, heavy traffic area, in 60 hours. He has built three new Tiki 26 masts during the winter, with the right length now and much lighter.

The Tiki share in the fleet is becoming smaller now as newly launched Pahi 26 Aquarius showed up. Aquarius is gaff, wing sail rigged like a Tiki 26 (one of the three masts of Roland) and she sails and looks great. Helmut Bayer's Tikiroa is expected to join in next year. Aquarius, like Aura is beautifully built



"Aura" heavily pressed.

PAHI 26 "Aquarius".



with a fair amount of natural wood. Aura is a good example of natural wood selection. If they are properly built (invisible glass sheet plus 7 layers of varnish) they will remain, with normal maintenance, in perfect condition. Kananaskis has got three battens in her main sail now and I think this is a real improvement for vertical cut gaff sails.

As usual the fleet went for an afternoon sail. The waves were not too bad and with one reef in the main and full jib we enjoyed fantastic sailing and could watch (through your own spray) the other boats near by how they han-

dled the bigger waves and the squalls. Pulling in the mainsheet was like throttling up a Porsche. Eight years old Luise at the helm of Kananaskis commented in a blow when we reached 15 knots: "this is real cool, I have to tell my school mates" (which really means something).

Finally the idea of getting together at the Podersorf Pizzeria in the evening was accepted by unanimous vote.

TIKI 21 ~ COOKING FAT

“Cookie” is off again! - Part II

Rory McDougall's exploits in his modified TIKI 21 (cont'd from Magazine 31). Part 2 continues the saga from Bali to Singapore. As we have just received a photo report from Rory, the whole article is presented in chronological order culminating in his latest report. A feast of sailing photography!



Left:

Impromptu farewell party for “Cooking Fat”

Below:

Force 8 Tasman Sea May '96.

3m² reefed jib up only, quartering seas to reducing surfing. The new tri-sail stowed away by wrapping it around the mast. How convenient!

Note windsurfer and deck chairs have been since given other homes - too much clutter for ocean voyaging.





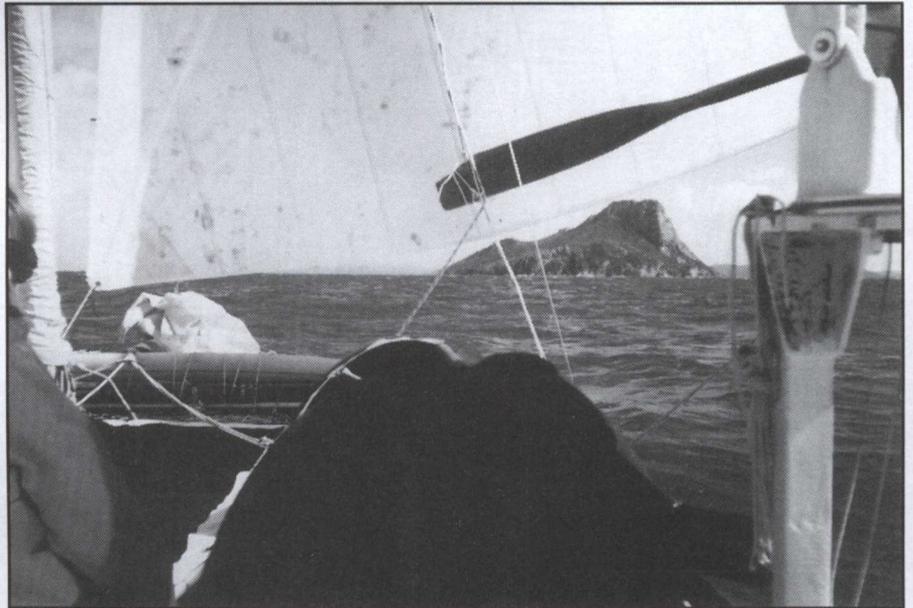
Left:

Chris, my psychiatrist friend, harnessed to Cookie in the Tasman Sea, May 96. Note the Drifter. Going to windward it sheets to half way along the stern deck. Great to have a huge sail for light winds.

Right:

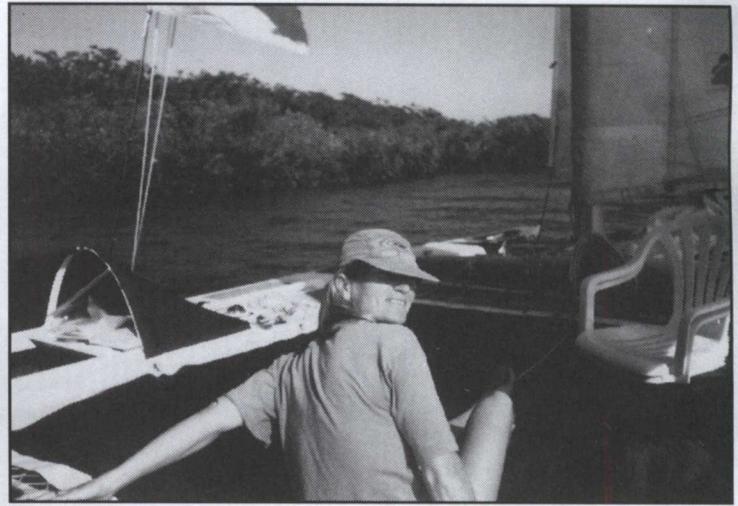
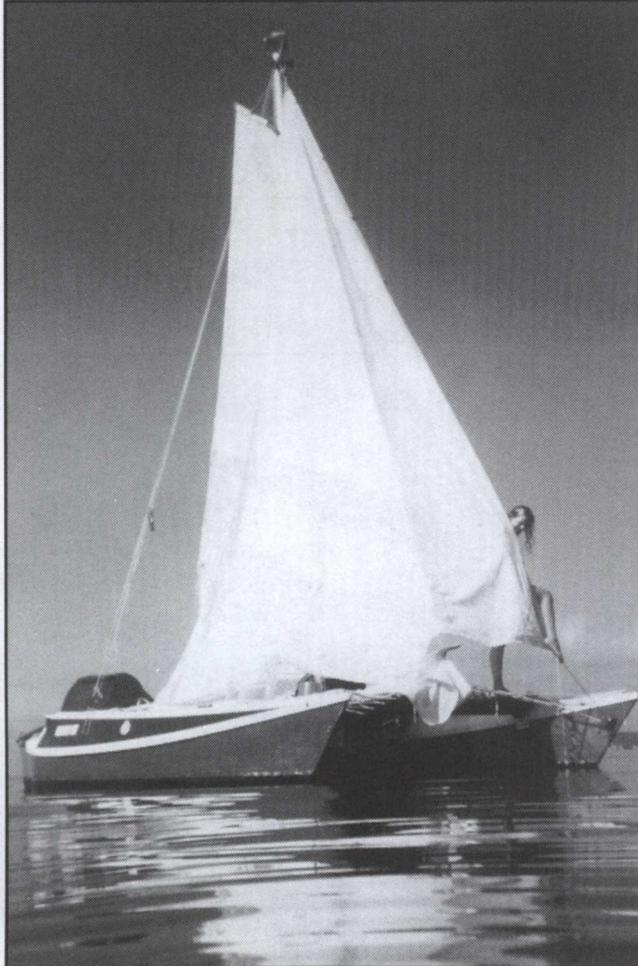
Averaging 7 knots downwind through the Whitsunday Islands - Queensland coast - Australia. The peak of Pentecost Island under the poled out drifter - goosewinged from the mast.

Harry (the wind vane - the right hand side of the photo) badly needs a coat of paint - he's embarrassed in his undercoat underwear!



Left:

May '96. Time for a swim and a scrub to be fresh upon arrival in Gladstone - Australia.



Above:

June '96. Kerry - my crew from Gladstone to Townsville, helping Cookie past mangroves in an existing passage called the "Narrows", north of Gladstone. Cookie sails whilst monohulls motor with trepidation on the high tide and 2 metre depth. Why do they *still* sail monohulls?

Note the drifter set off windward bow -so effective on a broad reach.

Left:

Cookie The Showboat,
Nikki The Show Girl

Mermaid aboard during a calm
off the Queensland coast

(That is a big drifter fore sail!)

Right:

Cape York Australia Sept. 96.

Garden - inches below Cookie.

Why do people still sail *mono-hulls*?

Note: Harry with new clothes on.
Fresh coat of red paint - much
more respectable.



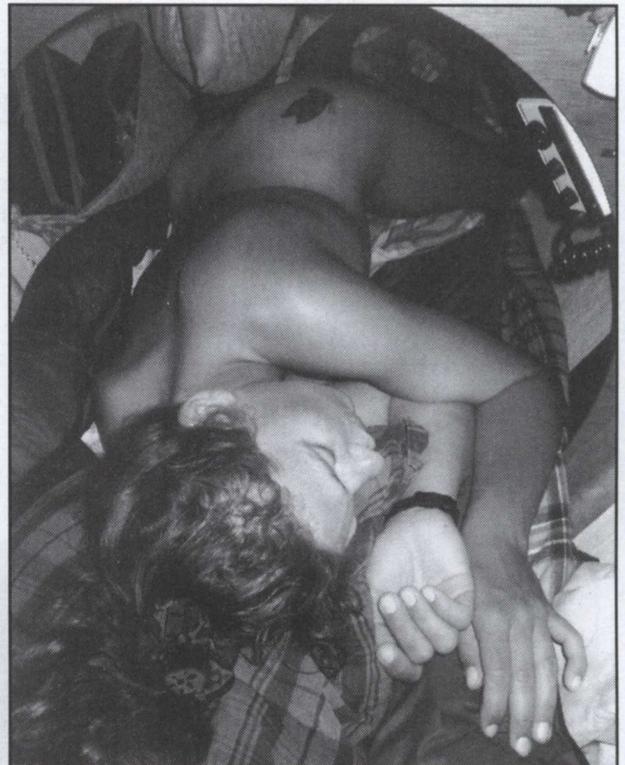


Left:

Another loaf of bread underway in the galley - starboard hull. (*Rory - you must pass on the recipe and cooking times etc!*)

Below:

Kapang - East Timor
Toto taking his turn up the mast to fit baggy wrinkles to the shrouds where the seams have rubbed the mainsail.



Above:

Crossing the Gulf of Carpentaria Sept '96

Sweet Dreams and butterflies. The off watch crew - Nikki - sleeps in the port hull. Note the storage pockets just by Nikki's butterfly - adapted from pillow cases. VHF no longer aboard - sold to Colin Flyn in Bali.

Dear Wharram Clan,

Merry Christmas and best wishes for a New Year of swift buildings and fun voyaging. Cookie and crew are safely in Penang after two months of excitement and adventure from the shores of Bali.

Being late in the season, we were again plagued by variable winds and plenty of calms up through the Java Sea and South China Sea to reach Batam Island, situated eight miles south of Singapore. The calms make easy living conditions aboard with ample time to cook bread, pizzas, pancakes and lots of other tasty treats aboard the good ship 'Cooking Fat'. To keep the expanding belly at bay, I do lots of swimming. It's a magical experience to be in the blue ocean and be swimming like a dolphin between the slow moving bows of your Wharram. Now and then a zephyr fills the sails, creating the beautiful curves of a woman, and Cookie slips along making me stroke hard to keep pace with her. When I get puffed she sails over the top of me to be picked up over the stern. Why do people still sail monohulls?



Above:

Some of the stores loaded aboard in Bali. Toto can't understand where we put it all. Note water catchment on left off harbour tent.

As far as wildlife goes, these Indonesian waters have shown us dolphin, whales, turtles, sea snakes, jellyfish and pilot fish. For most of the journey to Batam, we had several small pilot fish taking a fancy to Cookie's black

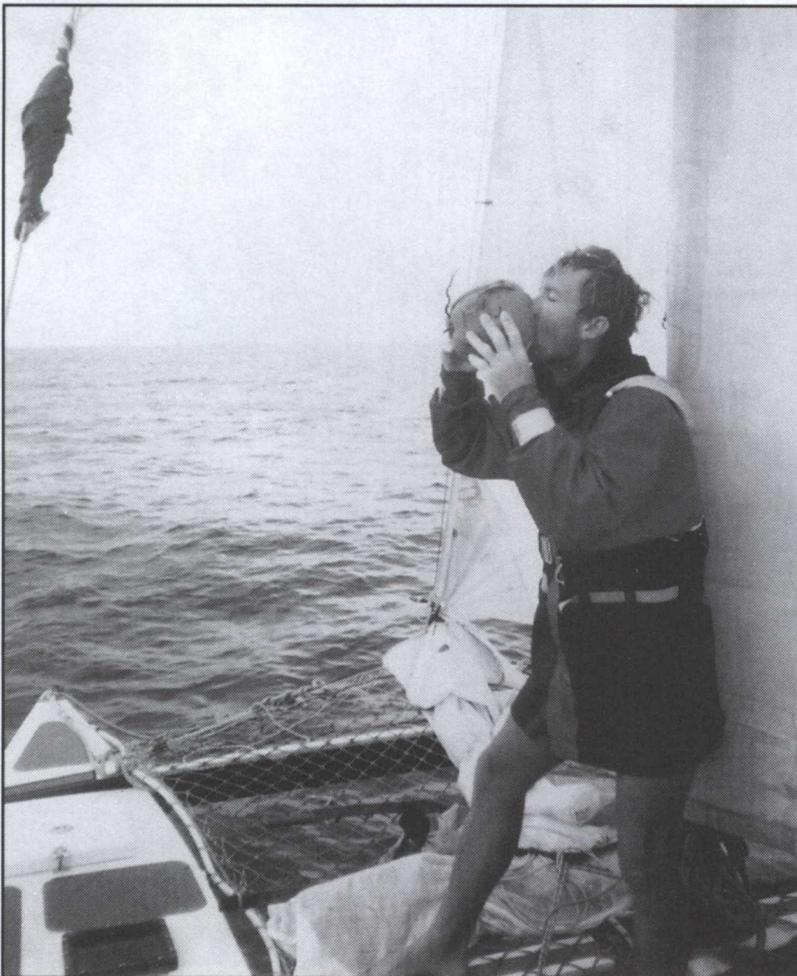
rudders and helping to guide us safely.

At one stage, we found ourselves becalmed off Sapudi Island, NE Java, and drifting with the tide along the fringing coral reef. Toto and I duly don our masks and drift with Cookie, 3 metres above the most wonderful coral garden. Such a feast for the eyes. The warmth of the water meant we could remain in the sea, marvelling at the colourful world below, for nearly two hours without getting in the slightest bit chilled.

Another adventure was arriving at the island of Belitang. Strong currents put us way off my DR from the sextant sights of the day before, and our landfall was in amongst numerous islands and reefs of which I couldn't make head nor tail from my basic chart. Never mind, back to the days when Captain Cook roamed the earth. I disregarded the confusing chart and switched to using my senses to feel our way through the islands and reefs. An exciting time of being alert and watchful, prepared for anything, observing fishing boats, colours of water and any indications of currents. By

Left:

Crossing the Equator for the second time in Cookie. Dec '96. Nature provides the champagne.



nightfall, we were secure on the anchor under the shelter of a reef, trying our hand at line fishing for tea.

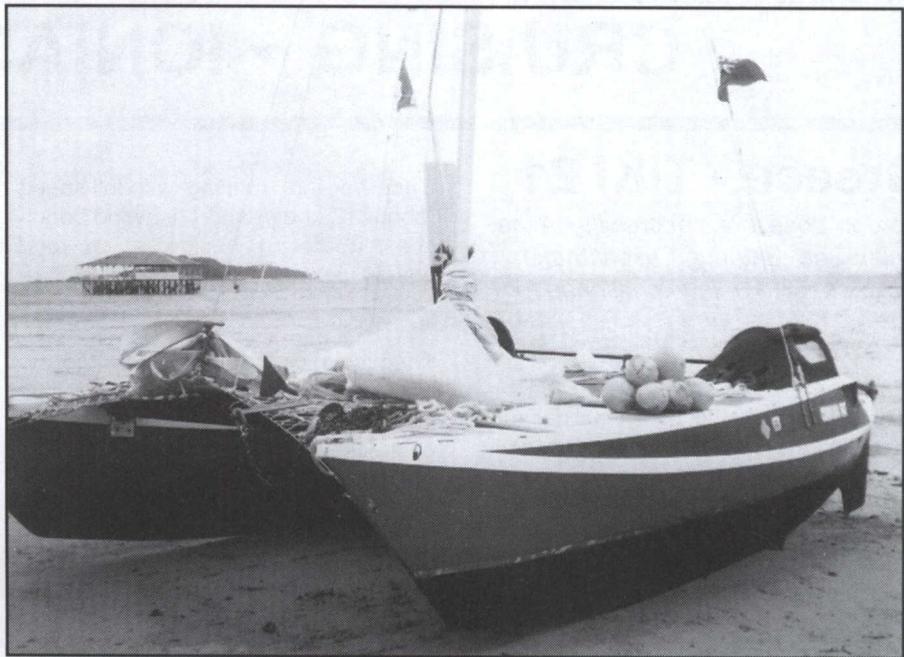
Why do people still sail monohulls?

Cookie crossed the Equator on the 9th December, back into her home waters of the north after 4½ years in the southern seas. To celebrate, we cracked open a green coconut, as fine as any champagne, and poured an offering to the sea, Cookie and down our necks. It was Toto's first Equator crossing by sea. I don't know the traditional ceremony held in the court of Neptune, but we had fun anyway. By this time, we were getting more into the NW monsoon and welcomed the arrival of thunderstorms to give their cool rain and good winds. They graced us every night, keeping us on our toes with 30-40 knot winds at times, and I revelled in the feeling of Cookie coming alive and making fine progress for a while.

Arriving in Batam through the Straits of Singapore was a sight to behold especially after the backwaters of Indonesia. Here was a scene of rows of skyscrapers behind a multitude of ships and tankers plying east and west through the narrow straits. I admit to feeling rather proud of Cookie and our efforts to have sailed from Darwin to Batam in only two months when most other yotties have motored almost all the way at this time of year. I guess anything can be accomplished given time, patience and fortitude. Nothing much to say about Batam, it's a commercial resort suburb of Singapore these days. I took a ferry to Singapore for 4 days mainly to fill up gas bottles and buy yacht equipment for Cookie. It is such a clean, efficient city that provides everything so I had success and struck everything off the shopping list.

Back in Batam, I beached Cookie for a couple of days, replacing beam lashings, dolphin striker lashings, shroud lashings, new hinges and foam seals on forehatches, fitted a compass light and a white masthead light. These two latter items I treated Cookie to, because I was concerned with the amount of dry cell batteries we were consuming shining the torch on the compass and turning on the strobe light amongst shipping.

So as much as I steer clear of electrical items, I feel it is a courtesy to other shipping to make Cookie visible by a fixed light, and a compass light - well, that's just plain luxury! Especially in a



On the beach in Batan - Singapore skyline in the background.

Note the fore beam has a fairing I added in Tainville - Australia. The fairing was made with the beam in-situ and goes from hull to hull with a 3 inch gap for lashing. It works so well when carving to windward. The old "I" beam would slam into the waves and stop Cookie. Now we slide through - in fact the under shape of the fairing gives lift when pushed through a wave. A worthy addition for Cookie, I feel.

black night time rain squall with no stars or wave patterns to reference your course with, but I doubt these modern attributes will detract from my desire to voyage in a simple, basic fashion or maybe I am getting soft?!

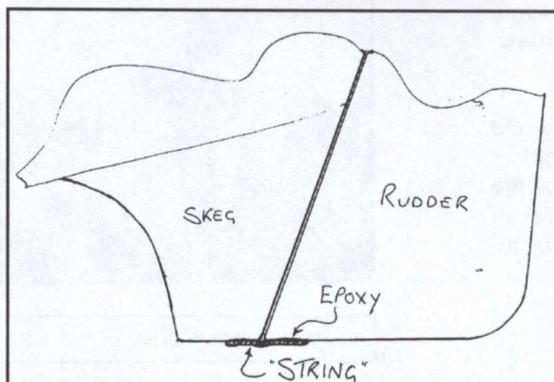
Another job was to replace the rope guards between skeg and rudders. My rudders are mounted on stainless and nylon pintles so there is an inch gap from the skegs giving dinghy painters and stern ropes easy access to get stuck. The best remedy I have found for me, is to epoxy a piece of loose string between the two. Loose string stuck onto rudder and skeg with thick epoxy glue. Doesn't hinder rudder

movement and easily cut with a knife to remove the rudder.

Singapore was definitely a milestone in our Journey. Now we are in Penang after the trials and tribulations of the Malacca Strait but that's another story that I'll scribble from Sri Lanka in a month's time.

Again, a pleasant year of voyaging to all privileged Wharram owners. Don't forget to follow your dreams and reap the rewards.

Cheers for now, Rory and Cookie.



CRUISING ~ IONIAN SEA

Greece - TIKI 21

Gordon Voss looks at cruising in the Ionian Sea. Entering Frikes/Ithaka proves to be a unique challenge for

THE START:

The building of the boat was not too difficult, the instruction book is well illustrated and explained, even for dilettantes like me. The German translation and the German linear measures are really necessary for German builders. The building time lengthened to my first plans for 5 months. All in all, I have worked 781 man hours, but I have built a nice and durable cat, so I did not want to bungle and lose quality. In October '94, the TIKI was launched.



Gordon at the helm.

CRUISING:

One great month with a lot of sailing, sometimes with low temperatures. All expectations were fulfilled. The sunny side of Tiki sailing came in the holidays, including 5 weeks in Greece around Corfu, Paxos, Levkas, nearly Skorpis (Onassis and Co - private island), Meganision, Ithaka (wonderful), Kephallonia.

In Greece, many people watched and envied us (my crew Sven, 1st officer and me). Sailing straight ahead on the beach, 'parking' as you like it, even when all places seemed to be occupied, we joined the fishing boats into the shallow water - the best way to contact natives.

Once we were 'running' with full speed (about 12 knots) and best wind conditions (force 5) beside a crowded beach, we would make our usual Tiki-show.

Then two nice "beauties" were discovered and the aims were taken. A little steering fault with the result that we came closer and closer to a sun-couch with speed in some seconds.

As the left hull stopped in the pebbles, the right one had just pushed the sun-couch. Unfortunately the lady was the mother of the beauties. All chances of running away were gone with the grounding, anyway we were beach-talk no. 1. (Besides, nobody hurt, nobody punished). In some harbours,

it seemed to be like in a zoo. Therefore a decktent will be necessary next season for privacy.

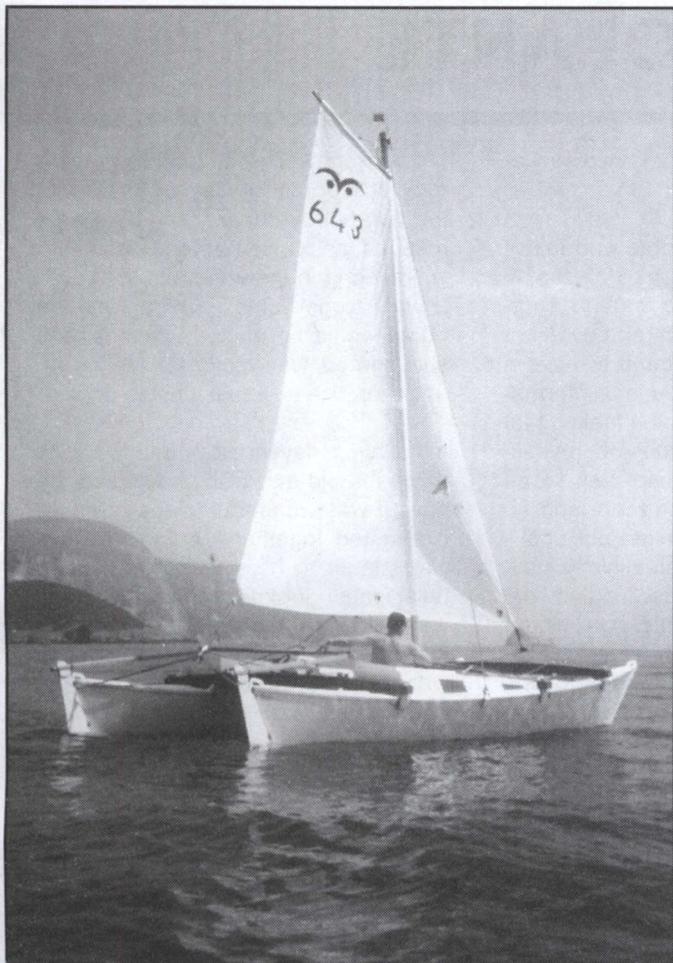
In Greece we had a 4HP Johnson engine, but from time to time, the screw came out of the water. That is the reason why we used the engine only in dangerous situations. Then I made the mistake to fasten the dinghy (lifeboat) the first item on the trampoline with the opening on top (normal swimming position) during the passage to Ithaka. After leaving the harbour, dirty waves and later a little gale came surprisingly close to us. In two minutes the dinghy was half full, the engine inside was diving. Don't worry, we did not need the engine anymore. You should anchor cleverly, thinking ahead about your anchor-tactic at first or simply running with Tiki on the beach... why not?

Anyway, in two weeks we had such a lot of experiences with manoeuvres in narrow harbours, that many crews interrupted their dinner in the tavernas with fear on their faces. They were thinking of possible crashes with their chartered boats.

I was really surprised about the ability of my Tiki to catch wind attacks. We got furious blasts of winds close to Ithaka especially directly in front of the reachable and small harbour entrance. We thought all the time of Homer's epic 'Odyssey'. Last but not least we saw the 30 metre narrow entrance of



Potikonissi, Corfu. This anchorage is very close to main airport.



Gordon and Sven enjoying typical Ionian weather.

Frikes/Ithaka at dusk!

Some crews stood on the walls and watched our fight wondering about two German fools who like to sail in the harbour with a Wharram cat in force 7 winds. Simply for tacking procedures we needed half an hour.

The last 200 metres (direct distance!) we managed in 30 minutes without the engine. It was like sailing in hell (without jib, full main). In the little harbour we carefully passed two fishing boats by pushing them to the right and left (the harbour was overcrowded). Then a kind British couple helped us to pull Tiki on to the beach.

We arrived at 22.00, after 1800 there was no ship traffic because of the strong wind conditions. Therefore we had been once again the attraction for the charter crews who looked with a bit of envy in their eyes.

We went into the first Greek taverna (there were three) with our wet sailing suits and life jackets. Everyone was quiet and looked at us. The waitress came to us, I asked her unbelievably 'Is this the island Ithaka?' Everybody was laughing - the unknown waitress

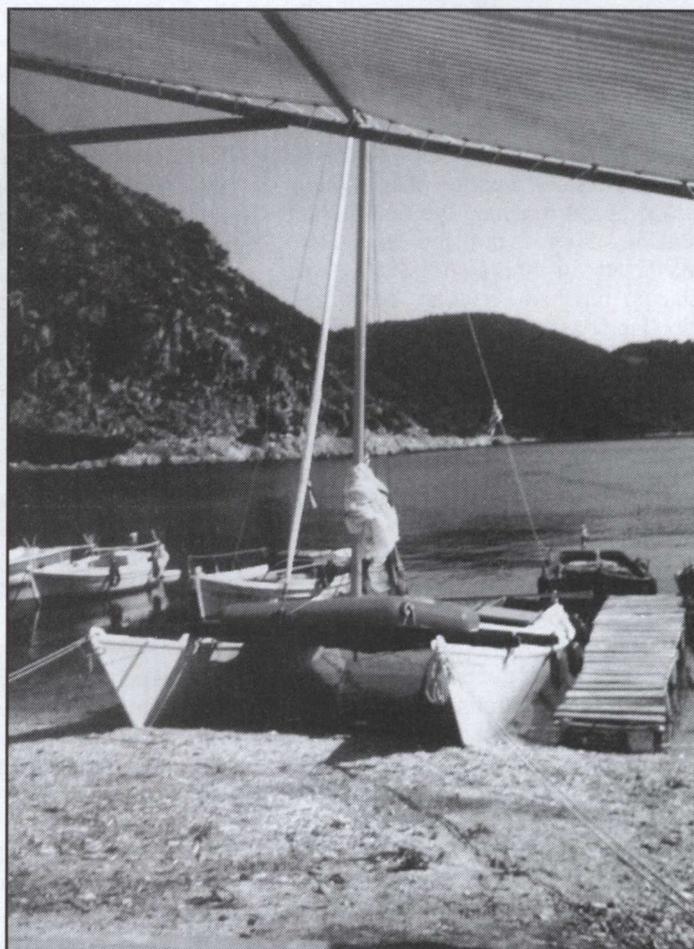
accepted this game and answered coolly 'Boys you are late tonight.' Hungry as animals, we ate calamaris and salads, the tavern jumped up and down (in front of our eyes only). Oh happy day.

The following days all boats could not leave the harbour (we too). We easily made friends with the the English couple (very British).

SCOTT'S COMMENTS

This is one of my old cruising areas. In the early eighties Liz & I ran a fleet of yachts in the Southern Ionian and when briefing skippers prior to visiting Ithaka, I would warn them of the dire consequences of not putting a double reef in the main before approaching Port Vathy or Frikes. In the afternoon down-draughting from the mountains is severe. We have watched unprepared yachts laid on their sides with the blasts of wind coming down from these mountains, when the open-water wind was only 3-4 Bf..

After the effort of entering Ithaka via Frikes harbour, beaching in front of a taverna makes it all worthwhile.



TIKI 26 ~ VOLANTE

Rig Modifications

Julian Robertson - Australian Tasmania TIKI 26 no12 tells how and why he modified his TIKI rig....and then has second thoughts.

I just couldn't help myself!

You could say I just like playing around with rigs, and I do, but this may have been a bit different. A sailing friend was very impressed with our family's TIKI 26, Volante. Now as we all know, when somebody is being polite about your boat, you listen very carefully to what they are saying.

"I wonder how she would go," he said, "with a more conventional rig"

Well I wondered about that too. Was I getting caught up in that male competitive thing? Probably - but let's assume I just like messing around with rigs. It sounds better!

The opportunity arose with an advertisement in our local newspaper for a Dragon mast. Now I know Dragons. I made a model of one many years ago, and I have crewed in one in England, and they are beautiful boats - classic lines, and, in their day, very quick through the water, and very well proven. They were designed in an age when the balance between seaworthiness and speed was still a balance. Sadly, the sleek wooden hulls of many Dragons are reaching the end of their floating days - but the aluminium masts live on! And so, for \$650, I was able to purchase a mast, boom, rigging, spinnaker boom, two foresails, a mainsail and a scratch around the owner's odds and sods box.

Why did I do it? I have to admit I'm a bit of a Ready, Fire, Aim person. It felt right. The thought of the classic Wharham hulls for sea-kindliness, and classic Dragon rig for performance was exciting. Yes, I know, you are putting a monohull rig onto a multihull, and yes, I had read about form stability, and about how wind gusts (after all, Tasmania is in the Roaring Forties!) puts sudden pressures on multihull rigs that monohulls don't experience, because they keel over and spill the wind. And that a conventional Bermudan rig would need a mast 17% taller than the TIKI gaff rig, and hence a decrease in stability. I knew all this, but still, it felt right. And, I must also admit, whilst I'm

into self-revelations, that I am a sucker for a bargain!

So I brought the lot home and laid it out in the back garden - all 35 feet of it. My first thought was to engage a rigger to do the conversion, and even got as far as asking one round to have a look. He gave me some useful information, but he left me with the feeling that I could probably do the job myself. Well, if this was the case then I was determined to do a good job, and so every pop rivet was drilled out until I was down to a bare aluminium mast and a bucketful of fittings. I'm glad I did that, because what little corrosion I found was around the stainless steel fittings, and certainly a couple of the bolts through the mast needed replacing. But what a lot of nuts, bolts, pins and washers! I began to appreciate the simplicity of the TIKI wooden mast. However, undaunted, I sanded and repainted the dragon mast, and the time came when it was ready for rebuilding.

Now was the fun bit - sticking things back on the mast and boom. I would be happy to let anyone know of the details, but I'll keep the technicalities out of this article. The first mind wrenching decision was "How much of the mast shall I cut off?" On the Dragon the mast goes down into the bowels of the ship, which, fortunately, TIKI's don't have, (not in the middle, anyway!). The economics of the situation was the deciding factor. I wanted to reuse the stainless steel rigging wire, so I decided I would cut the mast at a point that would have been just above deck level on a Dragon. At this point my conscience made a valiant effort to make me see sense:-

"You already have a beautiful spruce mast," it said, "with strong, go anywhere sails. Why not sell the Dragon mast, while it is whole, and buy a GPS, or a para-anchor or an EPIRB, all of which you will need?"

Well, I never did have a very strong conscience. It's surprising how such a monstrous deed such as cutting through a mast can be done in such a short time - five minutes with a hack saw and it was all over.

Of course the big difference with the new rig was the boom. My long suffering partner, Kay, does not like booms, ever since a family outing in our little

Mirror dinghy. The dagger board hit a rock, the boom hit Kay on the head, the dog fell overboard, and had to be rescued, and our son's friend was heard whimpering in the bottom of the boat - "I want to go home". So I agreed the boom would be angled upwards, and she agreed we would set the rig up and then see how much upwards.

Installation day arrived, and we took down the old mast, and hauled up the new. It was wonderful to see how well it all fitted together - it looked like it was meant to be there. The slender, taller mast looked great, the stays were the right length, the mast fitted well into the base I had made. Guess who was a proud boat owner! I couldn't wait to see how it worked.

Over the next few weeks we experimented with the new rig. I would like to be able to say that there was an amazing improvement - but, in all honesty, there hasn't been. Light wind performance is definitely improved, and the sails stay filled at a closer angle to the wind. She definitely goes about more easily, and I'm not sure why. I think it takes a while to learn to get the most out of any rig, and I'm still experimenting, and asking advice. I'm looking for a Dragon sailor who will stoop to going out in a catamaran! I certainly have some adjusting to do on the jib sheet angles, and some general tuning

I have taken her out in winds gusting to 20 knots, and the behaviour is similar to the old rig - she digs a hull in smartly, and I think, "Oh no, here we go", and then she refuses to lift the other hull out of the water - preferring to slide sideways! I did the dynamic stability calculations, and the difference was a one foot increase in the height of the Centre of Effort, and a two knot decrease in dynamic stability.

Was it it worth it? Adding everything up - the initial cost, the paint, rigging parts, s/s wire and the mainsail alteration the total cost was around \$1200, and it took a lot longer than I expected, mainly because I would go sailing when I should have been working on the mast. I think the performance is improved with a small sacrifice in safety. But, most of all, it has been really interesting to do and I have learned a lot. I didn't build the boat, and changing the rig has helped in a small way to 'take possession' in a way that happens to people who build

their own boats. In 1998, during my long service leave, I plan to explore the bays, inlets and harbours of the south and west coasts of Tasmania - beautiful, beautiful coastline, but potentially horrendous weather conditions. Will I put back the sturdier, simpler, slower but safer TIKI rig? Probably!

(This article confirms thoughts of other members that the TIKI rig, once installed, is the best design for TIKIs, and also as reported in Sea People from time to time, as a rig upgrade to older CLASSICS. There are no benefits by changing to another rig. In fact, the TIKI design with the "soft" sail foot is not only much safer than conventional boomed designs, but also faster for a given sail area and more efficient to windward. Full battened sails can be difficult to reef (if not at times impossible). If you have a TIKI style rig...use it!)

BOOK REVIEW

For any one interested in the History of Polynesian voyaging I recommend

"SONG OF WAITAHA",

available at NZ\$ 90 from:

Ngatapawae Trust,
PO Box 35-036
Shirley
Christchurch
New Zealand.

It is a beautiful book with a lot of information on Waka Taparua (Double Canoes) and their usage, you won't regret the purchase.

- Kevin Bourke.

TANGAROA MKIV ~ IGA KHALEE (Continued from page 4)

Not easy to leave but it's time now to continue and this time you will receive a letter immediately after arriving in South Africa. Promise!

Finally something about Cape Verde Islands - if somebody wants to cross the ocean it's almost a must to have a break here. The islands are beautiful and each one is different to the other. Some are just sand dunes, the others have mountains and forests. There are three harbours to check in but they are best to avoid. Don't stay longer than a day.

(We are now waiting for Volker's latest news and hope S. Africa is reached safely).

Ditty Bag

FOR SALE

HITIA 14 Plans
sail No. 400 unused, £50

A. G. Slade 01903 814684



Below:

Another in our occasional series drawn from early issues.

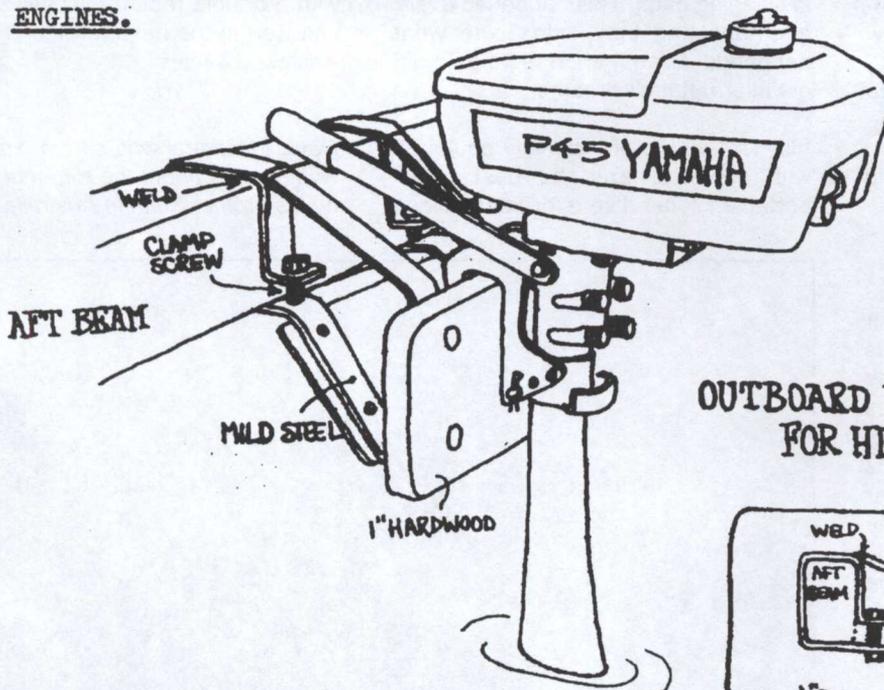
This one was prompted by Alex Milne whose design for mounting an outboard was featured in Magazine 31.

PAGE 29

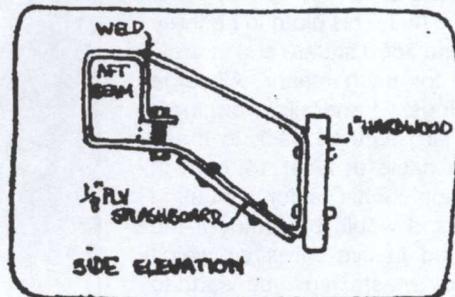
The Sailor

APRIL 1974

ENGINES.



OUTBOARD MOTOR BRACKET FOR HINA



Drawing sent in by Roland Huebsch.

NEWS FROM SEA PEOPLE

New Zealand

Kevin and Megan Bourke write from Manapouri to tell us:

It is fifteen months since we wrote. We have built our tunnel house, cut out and resined all bulkheads and cut and shaped both keel-lines. One mast is complete, the other one "kitsetted", two crossbeams completed and the other four well under way. All materials are now on site so all is going well. I am really enjoying the building, every part is such an interesting shape.

We have rebuilt our Hinemoa "Tucanoo" with Pahi style beams 10% longer, rope lashed to blocks glued to the hulls using one bolt in each beam end as a pivot. I built vortex generators on each hull, which certainly give her grip in the water, no before and after windward figures but I am sure they have improved performance. We have pushed "Tucanoo" hard in heavy weather and I am totally happy with the way she now performs - now to get "Southern Laughter" completed and do the same!

We have had a Christmas card and several letters from James, Ruth, Hanneke and Jamie, it is great to know they are well, happy and "doing it", what lovely people, a good example to all of us.

Hello to all the builders out there, doesn't it feel good to work with a big smile on your face?

Our New Zealand passenger survey requires that each of our Pahi 63 masts has a six inch long copper bar of half inch diameter on top, this is connected to a copper strap of one inch by one quarter of an inch cross section which runs down the inside of the mast, through the hulls and is connected to a copper plate well under water on the hull. This plate to be three mm thick and 1860 square cm. in area. One plate for each mast. All large metal fittings, handrails, engines, stove etc. are earthed back to these plates with cable at least 14.5mm in cross section! This is for lightning protection and would be handy if the mast tangled in live wires as well I expect Alloy masts must be earthed from the base in the same fashion. Bends in the big conductor strap must

have at least a four inch radius. I trust you find all this enlightening! I find it a heavy compulsory extra. Now to work out electro-magnetic propulsion from all the lightening we can harness! More power to all Sea People, have a fulfilling 1997.

Germany

Gordon Voss, Berlin

At the last IMM gathering I attended, in Rügen, I came across the following TIKI 21s:

- "Robinson", skipper Manfred Sperling - Berlin.
- "Pina", Ruth and Manfred with their two small daughters, from Dingstade, Bremen.
- "Illa Tiki", Ronald and Ellen Duk from Driel/Nederland

"Robinson" was the most heavy boat of the three. Manfred spent four weeks holiday and loaded his hulls as full as a refrigerator. Anyway he had the strongest engine, 5 HP Honda four stroke. "Pina" often rested beside my TIKI. While climbing on "Pina"'s platform you could see the two girls sleeping I one hull. They would be covered in sleeping bags. This happened every afternoon and they didn't care what happened. Even a short night gale did not interrupt their dreams.

"Illa Tiki" was professionally equipped with genacker and the best transportable kitchen I've ever seen. Close

to the "Illa Tiki" you could catch a sweet gourmet restaurant smell. Furthermore I saw two TANENULs and one TIKI 26 (Lars Rauprich) and two TANGAROAs. I inspected all of them, of course. All cats seemed to be well built and had a special appearance. Unfortunately there was no NARAI or CAPTAIN COOK (I like to visit and sail one of them.....my next boat?)

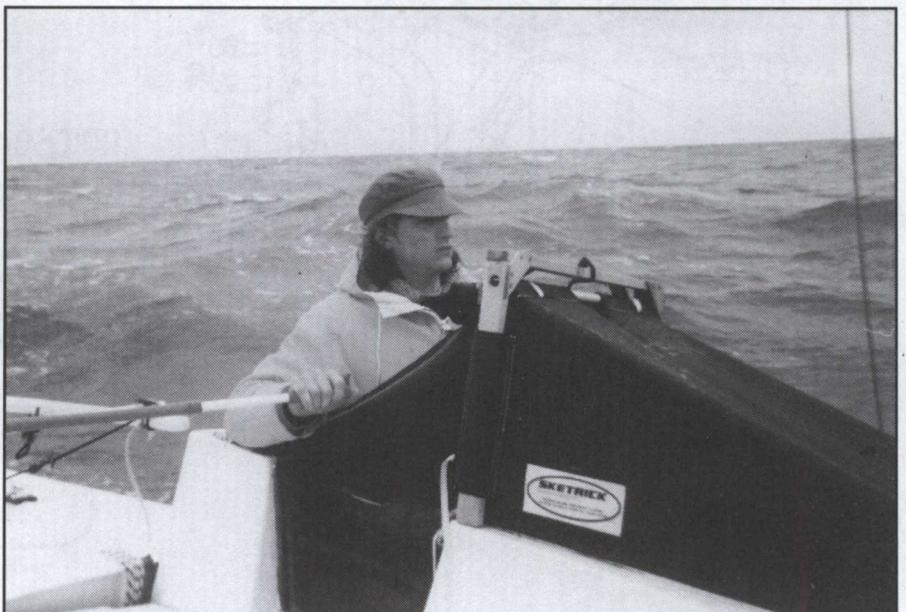
The harbour was completely cleared for the multihulls, nevertheless the harbour was too small. Therefore two old tank-pontoons were fixed together to lengthen the quay. The whole harbour was so overcrowded with multis that you could walk through the harbour by jumping from boat to boat.

Finally, I have built my TIKI 21 in 11 months and am looking forward to summer sailing. (See the *Ionian cruising report.*)

UK

Rupert Smith's description of his Tiki 26 hatch hood in SeaPeople 31 generated a lot of interest. Sending us this picture of the hood in use, Rupert tells us: The Photo' shows "Frayia" sailing with a double reefed mainsail and my son Ben at the helm, off the Skerries, Anglesey, Wales

David Mitchener writes from Yorkshire with queries about the Hinemoa sailed by his brother Keith in Australia.



Has anyone fitted a Tiki rig to a Hinemoa? Keith's boat is rigged with James' recommended traditional sprit rig. The reason I ask is that I'm not impressed by the sailing performance, safety during sail raising, lowering and reefing and poor tacking ability!

Yes, we may be useless sailors- and most of my sailing experience is on racing monohulls but don't you think, like me, that it would be wonderful if Keith's boat could be modified so that he could safely sail solo or with an inexperienced crew? I'm not writing to bitch about the boat or design, I just want Keith to find a way to get maximum sailing pleasure and performance, safely.

What if he added a mast sleeve to the existing mainsail? A carbon fibre sprit or replace it with a windsurfer boom, creating better sail shape on both tacks and less weight? The no. one jib could be bigger, especially at the foot. What do you think, any ideas?

The Tiki rig works extremely well on the Hinemoa, quite a few people have made this change and all seem pleased with the results. The original sprit rig should not be too difficult to handle but will not have the windward performance and positive tacking of the Tiki rig. One of the "unsung" advantages of the Tiki mainsail is the ease with which it can be lowered, even with wind in the sail. Keith should have no problem sailing his boat singlehanded with Tiki rig. Adding a sleeve to the existing sail is unlikely to work well because the shape built into it will prevent it devel-

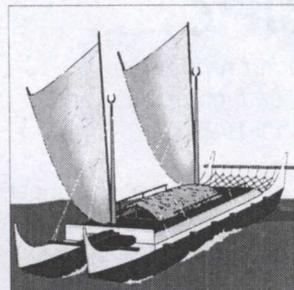
oping the clean aerofoil which is the secret of the Tiki sail's success Keith should also consider fitting a jib roller gear, God's gift for the single hander!

USA

Dan Kunz writes from Alexandria, Virginia:

I just had a nice talk with Gene Perry in Florida, I'm hopeful that we can visit each other soon. Who wrote the Tiki 26 cabin mod article in SP 30? (*Eb Ballantyne in Australia, see note in SP31, Ed.*) I would like to contact him to see if he has drawings available, maybe he would provide them as an article. Did you see the article in "Multihulls" recently by Charles Kantner about delivering our boat "Funky Flamingo"? Maybe you can get permission to re-

publish it in the PCA mag? (Better still Dan, maybe you could tell the story again in your words for the SeaPeople? Don't forget to include photo's Ed.)



Below:

Dan's "Funky Flamingo"



Editorial

Close on the heels of the last magazine, we are pleased to present your latest offering. We are still facing the problem of material not arriving for us to produce the magazine on time. Rory McDougall has been very active as the enclosed article has shown. We have all enjoyed putting together a long and well presented set of photographs and reports.

Saying that material is hard to find, Dirk Horstman has just sent to us a fantastic set of photographs and diagrams. The next edition will have the first of his articles.

Ruth has kept us up to date with the

continuing adventures of all the Whararam team in Polynesia and Melanesia. The meeting in London helped us all understand the background to the various articles and comments from James, Ruth and Hanneke over the past couple of years. They are now working hard to produce new designs, some of which will be pleasant surprises!

One hot tip for UK members from South-down is to get to the Beaulieu boat jumble in April (or any local similar event) and get your anti fouling...it can be bought at very reasonable prices.

The season will soon be starting here in

the Northern hemisphere. Enjoy another year of adventure. We will!!

Adrian, Scott and Steve



MEETINGS

PIZZAS in the PACIFIC.....

Dave Barker reports on the PCA Winter Meeting, held in London on January 11 1997.

Another hugely successful meeting was held in London this winter, when James Wharram and Hanneke gave a talk and slide-show about their latest exploits in the Pacific Ocean. Over forty members, including at least five visitors from the continent, were treated to a fascinating, and often mouth-watering, display of the joys of sailing amongst the happy isles of Oceania.

The pizzas were provided by the Kensington Tavern, Russell Gardens, London W14 8EZ, the pub in which the meeting was being held. They helped satisfy our appetites for food but not the spiritual hunger created by James' descriptive phrases and pictures of blue seas, palm-fringed beaches, wild sunsets, dazzling scenery, the endless interplay of light across the Pacific peaks of a remote island, bashing to windward in half-a-gale or more... just a minute! Now that sounds more like home! Mind you, I wouldn't do it in Northern Europe dressed only in a loin-cloth!

James, Hanneke, Ruth and Jamie, along with various crew members, sailed from New Zealand, where Gaia had been left the previous winter, visiting many islands and communities in the Pacific, before finally ending up in Brisbane, Australia. Much of their time was spent studying and taking the lines from the indigenous craft of the region, a project for which they

were commissioned by the National Maritime Museum in Auckland, New Zealand. (Since the meeting, we have heard that the museum appears to be falling prey to the monetarism bug and at least some of its' functions and exhibits are to be sold - shame!). However, their efforts will not be lost since the museum will still exist and hopefully use their material. Also, a number of other maritime museums including the National Maritime Museum in Greenwich will be offered the results of their research.

POLYCATS AND PACHYDERMS

Halfway through the evening James took a break, during which we were treated to a video and talk by Justin from "Sail Safaris" * a company in Zimbabwe, Africa, that provides yacht chartering with a difference - sailing Tiki 30's on Lake Kariba. Their video provided more blue skies and sunshine, this time with wild animals including some very educational footage of elephants. For those of you who would like to experience Tiki sailing and a safari at the same time, this looks to be a great holiday. Many thanks to Justin from Sail Safaris for an entertaining talk.

The evening finished with James and Hanneke holding a question and answer session and a general discussion. If it wasn't for "closing time", I think we could have gone on all night! Many thanks to James, Hanneke, Justin, the committee members, and especially to all those who attended the meeting and made it such a great success! See you next year!

* Sail Safaris, 4 Cheshire Rd. Mount Pleasant, Harare, Zimbabwe.

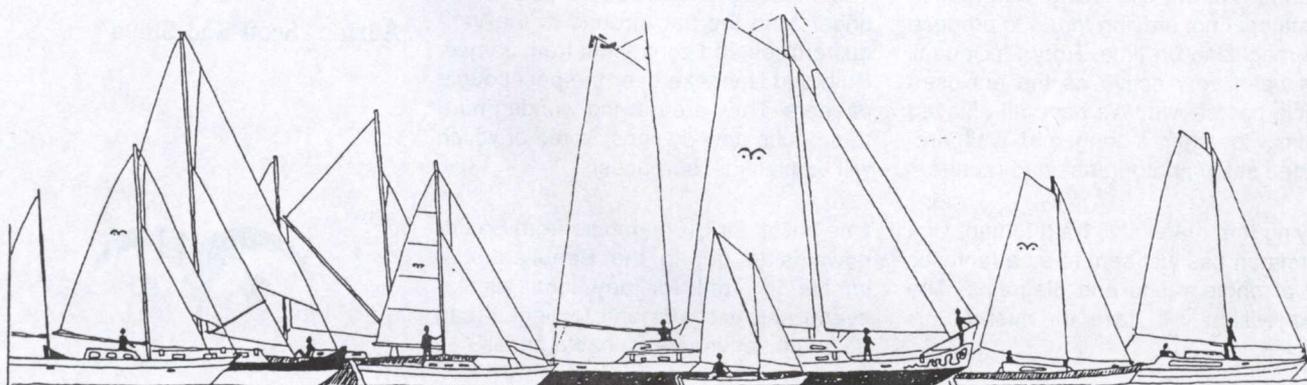
UK Northern Area

Thixendale, North Yorkshire.

After the previous weeks snow and ice, the weather was kind to us for our northern evening social meet. There were 24 members, family and friends attending, among them were both familiar faces and new ones, those who are already cruising, several builders and some still at the planning stage. Some of them travelled considerable distances to be with us. TIKI 21 builder Simon Arnott drove 150 miles from north of Carlisle, he wasn't intending to stay but went home next day inspired to finish his project.

The evening can be judged to have been a great success by the fact that some members said that unfortunately they would have to leave early, but were still conversing several hours later! Malcolm Whitehead [prospective TIKI 38 builder] left at around 1.30 a.m. with 80 miles to ride on his motorbike and a very busy day ahead of him! There is a general feeling of isolation amongst most builders, it was moral boosting to get together as a group and discuss mutual problems.

Quite a few people brought photo's of their exploits, Mike and Jenny Wynne [TIKI's 21 & 26] brought their charts and pilot of Croatia as well. Everyone contributed to the food and drink making a splendid spread. Afterwards we watched three videos of 'Spirit of Gaia', TIKI 26's and the TIKI 30's on Lake Kariba which Scott and Steve kindly lent us. They were excellent, enjoyed by all and an incentive to get our TIKI 30 built !



Thanks to all who came, those who helped out, especially Clive Wintle and his family, the support from Millbrook and Howard Speight [TIKI 21] for taking the photo's. A summer sailing meet was mentioned, any suggestions and volunteers to organise one?

South Africa

Lawrence Moorcroft reports via email.

Sender: lmcroft@grinaker.co.za

Subject: NEWS FROM S.AFRICA

Date: Thu, 6 Feb 1997 11:44:40 +0200

Hello there Scott,

I thought I would send you the 'Wharram' news from our neck of the (woods) jungle. On Sunday 2nd Feb. we had an impromptu polycat get together of the local Wharram builders (Teheni, Narai VI, Ariki), two potential Capt' Cook builders, a visiting airline pilot from cape town who sails 'Polyanna', a Natal built Capt' Cook, and us, with our one-off designed 'Ellipse13'. During the conversation we learnt that two 63ft Gaia's are being built up the coast at Richards bay. I will no doubt take a ride up there to have a look, or better still, finish off our boat in the next 6 months and sail up there! Here's hoping.

I have also not had any more success with contacting the Goddards in Barbados than you seem to have had. As you say Scott, I hope everything is OK. with them. is James (and crew) considering sailing around the world on Gaia? i mean, where to from New Zealand? Should they ever reach our shores (and we are still here) we would love to give them a warm 'Zulu' welcome.

In the mean while, take care. Best wishes from the Polycat People of Durban, S.A.

Regards

Lawrence Moorcroft

Great to get this news from SA Lawrence! We await a full report & photographs!

EAST COAST MEETING

JUNE 14th, 1997.

**VENUE: MARCONI SAILING CLUB, STANS_GATE,
SOUTHMINSTER, ESSEX, CM0 7NU.**

(ON THE RIVER BLACKWATER ESTUARY)

**IF YOU WOULD LIKE TO COME, PLEASE PLEASE PLEASE
EITHER TELEPHONE DAVE BARKER ON 01621 742937,**

OR WRITE TO HIM FOR DETAILS AND DIRECTIONS AT:

**THORNLEY COTTAGE, BURNHAM ROAD, ALTHORNE,
ESSEX, CM3 6DP.**

UK Southern Area

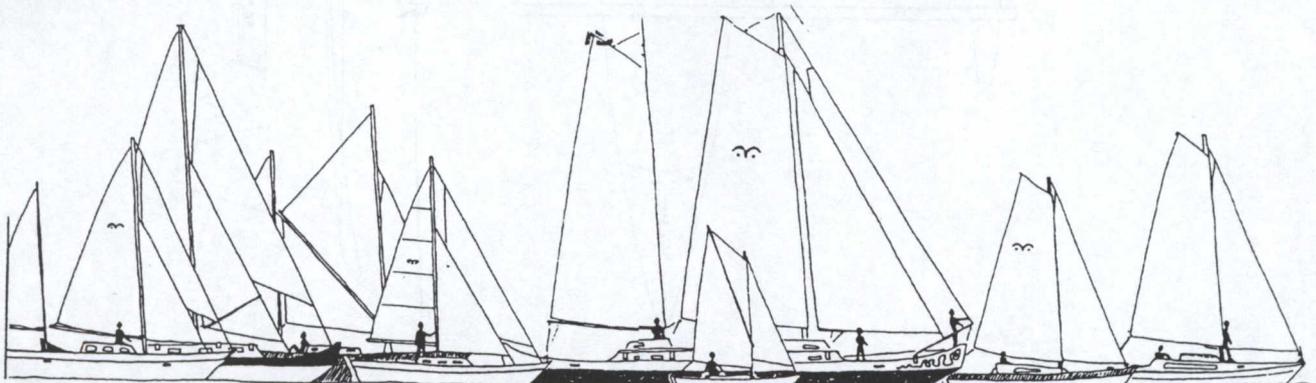
DAVE WEINSTOCK IS ORGANISING A SAIL IN COMPANY FROM THE SOLENT TO POOLE IN JULY. FULL DETAILS WILL BE IN THE YEAR BOOK BUT HERE ARE THE BASIC DATES FOR THOSE OF YOU WHO NEED TO PLAN AHEAD!

18/7/97 DEPART PORTSMOUTH

19/9/97 OVRNIGHT NEWTOWN CREEK

20/7/97 11.00 HRS. OFF YARMOUTH

20/7/97 EVENING ARRIVE POOLE

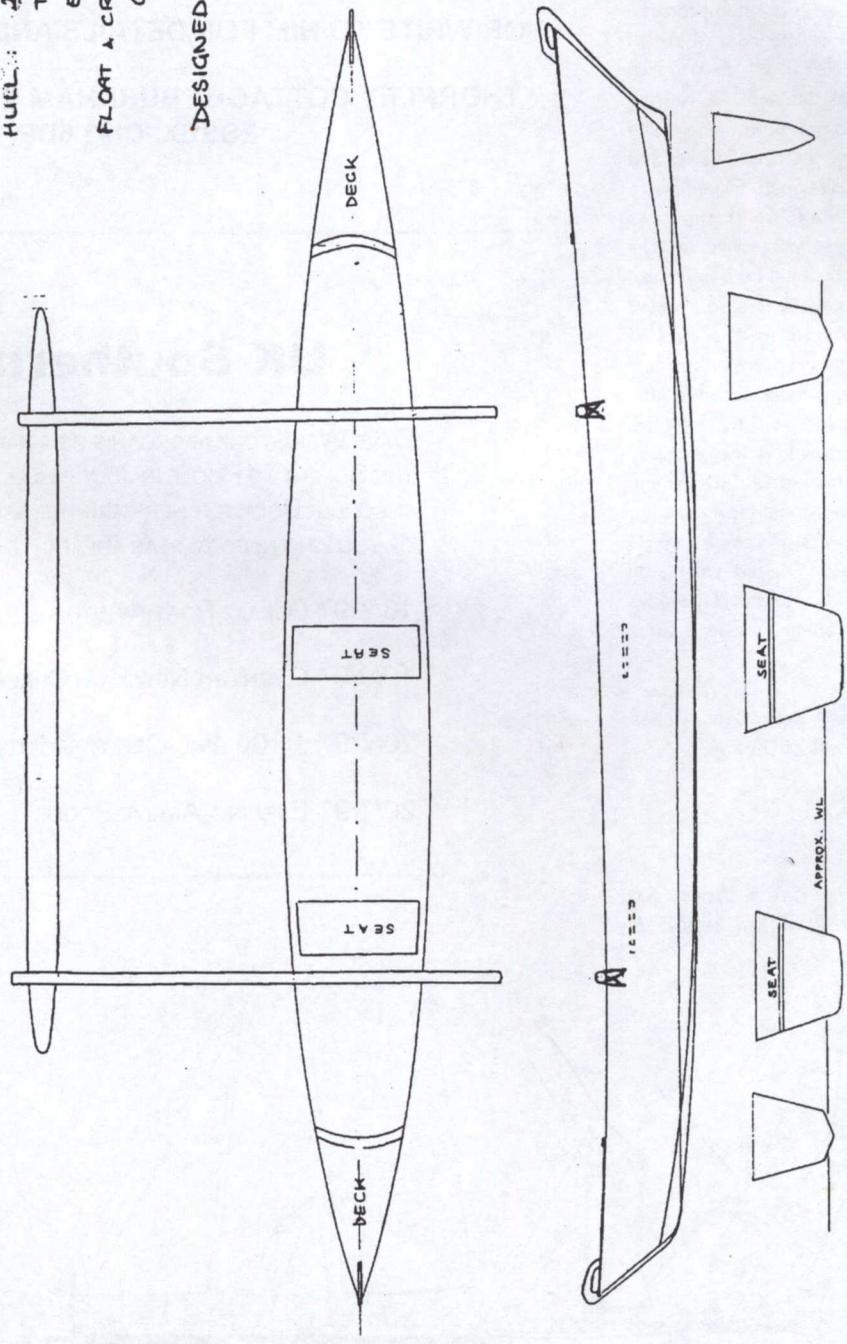


2 PERSON TRAINER PADDLING CANOE

LENGTH O.A. 4.90 m 16 ft
 LENGTH FLOAT 2.75 m 9 ft
 C-C BEAM 1.20 (-1.50m) 4' - (5')
 WEIGHT OF HULL 21 kg 46 lbs

CONSTRUCTION : (STITCH & GLUE METHOD)
 HULL : 2 SHEETS 6mm PLYWOOD
 TIMBER STRINGERS + SEATS
 EPOXY FILLETS + GLASS TAPE
 FLOAT & CROSS BEAMS :
 GROWN TIMBER (LIGHT WOOD)

DESIGNED BY JAMES WHARRAM &
 HANNEKE BOON
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