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# *The Sea People*

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- **The Final Part of Rory McDougall's Circumnavigation**
- **TIKI 26 ~ Dahna**
- **HITIA 17 Cockpit**
- **Staying Healthy Afloat**
- **Cat Corner ~ Isles Of Scilly**
- **Hinemoa in Brazil**

## The Sea People

Magazine of the  
Polynesian  
Catamaran  
Association



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"Cruising Ireland" .....

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Wharram Cats for sale  
March 98

Type	Asking price
Hitia 14	£850
Hina special (unf)	£1,750
Tiki 21 (Germany)	£5,300
Pahi 26	£5,950
Tiki 21 GRP	£6,250
Tanenui	£7,000
Tane	us14,000\$
Tiki 26 GRP (Spain)	£9,750
Tiki 26 GRP	£10,000
Tiki 26 GRP	£11,150
Pahi 31 (Nellie)	£11,500
Narai 4	£19,500
Tiki 28	£18,500
Narai 4 (Caribbean)	£30,000
ORO (Mannini)	£34,000
Pahi 42 (reduced)	£43,000

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# RUTH'S LETTER

*Ruth Wharram passes on the news from 'Spirit of Gaia'*

The last issue of the SEA PEOPLE saw the SPIRIT OF GAIA slipping back into the water in Brisbane, Australia, and James, Hanneke and Jamie continuing their voyage back towards Europe up to their arrival in Bali.

Unfortunately, the difficulties and unpleasantness of the Indonesian bureaucracy remained, so that, apart from a short visit into the interior of Bali to see at least something of the country, they decided to sail rather to Christmas Island instead of along the Indonesian island chain. They sent their Christmas cards from the island, but left it before Christmas, which they spent at sea.

Sri Lanka was their next port of call, which they really enjoyed with their first holiday away from the boat for some time. Going up into the mountains in the interior, feeling cold for their first time since Darwin, they sent back lovely pictures of the scenery, the boats, the museums and temples - fortunately they just escaped the bomb attack at the temple of Kandy where 16 people were killed.

In Sri Lanka, they were joined by Ernard Pearson, well known by some PCA members as he had sailed and owned quite a number of Wharram cats. He was born in Sri Lanka - just 60 years before - and they made another trip into the country to visit Ernard's father's rubber plantation.

Another new crew member is Eric Mullink, who had built - and extensively sailed - our MELANESIA. He brought his sister along, so that Hanneke has some extra help in the galley.

There were 60-100 yachts in Galle, Sri Lanka, ready for the Red Sea. With all that combined knowledge there was another change of plans. Not only has the Raft Voyage been postponed, but Aden, which, ac-



ording to Rory, had been a very good place as stopover for stocking up and good 'weather forecasts, has now imposed an 80 dollar entry fee for every crew member, so that they are now all heading for Oman instead. All being well, they are now on their way there.

As for the work in the home base, the 150th set of MELANESIA building plans has just been sent off, and Mike Ricks in Australia (TIKI 21 builder), who had built a MELANESIA for GALA and then

one for himself, wrote:

"I made a crab claw sail out of calico, which is a bit light, but holding together so far and spent a few hours handstitching the ropes around it! Had no trouble sailing it, main sheet in one hand, paddle in the other. Steering by raising and lowering the paddle works very well except downwind, when you have to use it more like a rudder. Great fun, and I made a few other sailors stop and stare. The whole lot goes in the back window of my Kombi." "In fact, I have just been for a sail in

the canoe in a strong afternoon sea breeze, a bit too strong actually, and the ama was mostly under water, and everything bending well, but I've still never gone close to tipping over".

From Shige Nakamura in Japan we heard that the TIKI 38 has finally arrived from Zimbabwe and that the launching should take place in March with a gathering of Wharram builders.

I am fortunate that John Barker, a designer and draftsman, has joined us to look after the design side of the business with his main work being the new TIKI 46 design, the prototype of which is well under way, and the design should be ready and finalised when James and Hanneke return.

He is also here to help with the never ending technical questions from builders and would-be builders and take care of requests for design modifications.

Here is some news about 3 GAIA voyages:

1) from PAHI 63 - No. 1, the 'FEATHERED SERPENT III' which we designed for the explorer, Gene Savoy, and then liked the design so much that we decided to build our own PAHI 63, the 'SPIRIT OF GAIA'.

The vessel, built in Peru, arrived in Hawaii at the end of January after a stormy forty-two day voyage with 40ft waves. Gene Savoy, the captain and director of the 'Andean Explorers Foundation' intends to spend this year in Hawaii, then plans to sail to Japan. The entire voyage is expected to take 7 years.

Last week I also received a card from Frederika Blair-Turner, who was on holiday in Kenya when she saw the 'KAZAKAZI' (Pahi 63) from South Africa sailing into the bay, off Lamu Island, with Lawrence (could that have been Lawrence Moorcroft?) on board.

Hanneke, on SPIRIT OF GAIA, wrote from Salalah, Oman, that they had a beautiful sail across from Galle, Sri Lanka, with a two day stop at the Maldives. There,



they finally made a sail for their outrigger canoe. It was definitely cooler, so that it was possible to do a bit more work, and they are now on their way to Djibouti before entering the Red Sea.

From letters written by James to various people, and photographs, which I just received, I note that on Bali they saw many beautiful dugout double outrigger canoes, called Jukung. In the NE part of the island hundreds are lining the beaches and daily sail out to sea. In one restaurant there is one canoe hung up with not just an efficient hullform, but a supreme artistically carved hull.

Sri Lanka still has fleets of 30'-40' fishing 'proas', i.e. they reverse ends and sail position for tacking. They are very strong, tough, fast and stable boats. James and Hanneke sailed on one of them - see photos - and James wrote that he would have no fear in sailing one a thousand miles or so.

There are also a few double canoes, made out of 2 proa hulls.

In the south of the island the same outrigger craft were not proa sailed, but outrigger sailed (i.e. not reversed when tacking). Unfortunately, they have recently stopped sailing them.

Hanneke and James are still planning to build the raft, mentioned in my last newsletter, if the Indone-

sian situation settles, and make the voyage Bali to Lombok and then from Timor to Australia in November this year.

Bill McGrath whom we had met at the Vaka Moana Symposium in Auckland, when he spoke about his non-instrumental navigation on Bob Hobman's double outrigger canoe, the SARIMANOC, from Bali to Madagascar unfortunately can't come on this voyage, as for health reasons he cannot sail any longer in the tropics.

What he had hoped to do instead, was to use 'SPIRIT OF GAIA' for a North Atlantic Viking era voyage in June/July this year - impossible for us of course. So James suggested asking Peter Richardson whether he would be interested in using his CAPTAIN COOK 'TOROA', because, as I wrote to Peter: 'You are already half-way there!' Will have to see what his answer is.

Well, while I was writing this, a fax from GAIA arrived, that they had just reached Djibouti, with the last few days encountering the first stronger winds, with a force seven at the ends since they had left Darwin - or perhaps even Brisbane.

I hope that the design team will be back when the next 'Sea People' comes out with a Jim's Column' instead of my newsletters.

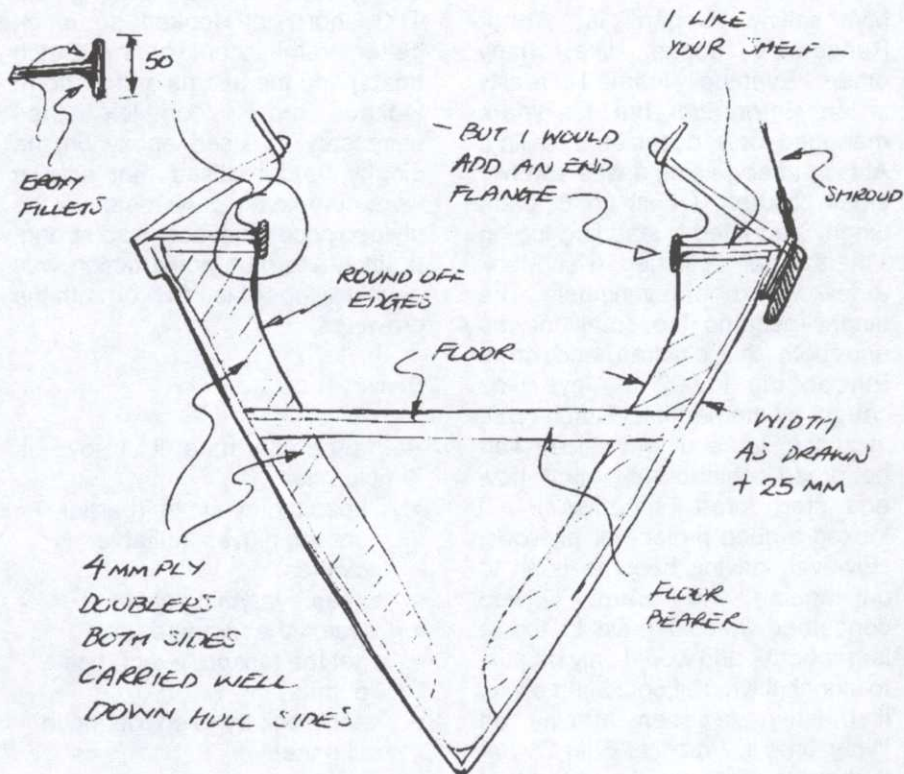
# HITIA 17 ~MODIFICATIONS

Dave Weinstock.

I wanted to make the cockpit more open plan as I have sailed a lot with people with a variety of physical and mental disabilities. I felt that this layout would be more comfortable for any body to sit in but in particular for people with more profound disabilities. To maintain the stiffness in the cockpit sides I intended to include a level longitudinal shelf under the side decks.

I asked Ruth to look in to the proposal and John Barker replied with the following sketch. He indicated that the cut out in bulkhead 4, ought to be reduced by an inch in width on each side and I became worried that the width would still be too restricted. I decided to make a mock up of the cockpit only (from the floor up) out of scrap materials. Having now sat in it and tried it for size I feel confident that the design modification works and intend to incorporate when I build my boat.

HITIA 17 MODIFICATION  
TO CREATE LONG COCKPIT



## DITTY BAG

### MEETINGS

#### Austrian Rally

19/ 20/21<sup>st</sup> June 98

At Neusiedlersee.

Full details in Year book.

Contact: Gerald Winkler.

Gerald.winkler@omv.co.at

#### North East UK Meet

24/25/26<sup>th</sup> July 98

Humber Mouth Yacht Club.

Full details in Year Book.

Contact: Simon Belk

01472811113

#### NEW ZEALAND

"Do you know about the Wharram meeting Easter Sunday in the Mahurangi?"

(Picked up from the Internet)



Ed. As you can see, Dave's really lost his head over this project!

# 14' one off ~ AORAKI

John Cooke takes an alternative view on a 14' catamaran, launched in September 1996

My sailing began in Arthur Ransome's books, like many others. Eventually learned in reality in an Enterprise, but for years managed only occasional sailing. At last, after gaining a wife and two small children, I built an 8' pram dinghy and fitted a standing lug rig - the sail hand-stitched, which took a few weeks of evenings! The dinghy became too small for me and both the children and on a Europe trip in '92 my eye was caught by the beautiful Dutch craft, including 'large dinghy' sized flat-bottomed, chined-hull, blunt bow and stern craft (schouws?). It looked a good project for plywood. However, having become used to car-topping the pram, I was concerned that I'd have to tow a larger boat - and would only be able to launch it where I could find a slip. It must have been articles on Wharrams in *Practical Boat Owner* that made me think of a cat. I had imagined them all as plastic gin-palaces, but the Wharram idea looked a possibility - by dismantling it, I could car-top a larger boat! I made cardboard models of hulls before discovering the wide range of the Wharram designs - and the

PCA. I got study plans for Hitia 14, TIKI 21 and Pahi 26 before deciding that I'd carry on with my own drawings. The Hitia 14 was the right size but had a sprit rig - the TIKI short gaff looked so much better (reminiscent of the Dutch boats) and the beams and platform looked more complex than necessary. I used epoxy on the dinghy, and realised that screws were completely unnecessary - the ply/epoxy combination is so strong; a stitch-and-glue construction was obviously possible. So - on with the drawings.

## EPOXY

Some people hate it, I love it. Simple rules:

- keep it off yourself (barrier cream, gloves, suitable clothes)
- keep everything clean
- watch the temperature
- get the mixture exact (use pumps)
- and don't try to do too much at once.

Don't forget a clock, to remind you of how little time you have left before the stuff goes off. The only filler I used was microfibres - makes lovely gap-filling glue, and super-solid fillets (though I guess micro balloons would make it go a

lot further for filleting). And *colloidal silica*. Ed. Rollers are great for coating, but be careful when you've finished - hot smoking rollers due to fast curing of the epoxy left soaked in them and it can melt the plastic mixing container.

## BEAMS

I calculated that box-girder beams made from 6mm ply would be stiff and strong enough. Test loading (children and adults of different weights make good loads) confirmed the calculations. It would be nice to test one to destruction but I'd sooner spend the time building the boat. The beams were completed indoors in the autumn of 1994. They are, of course, lashed to the hulls.

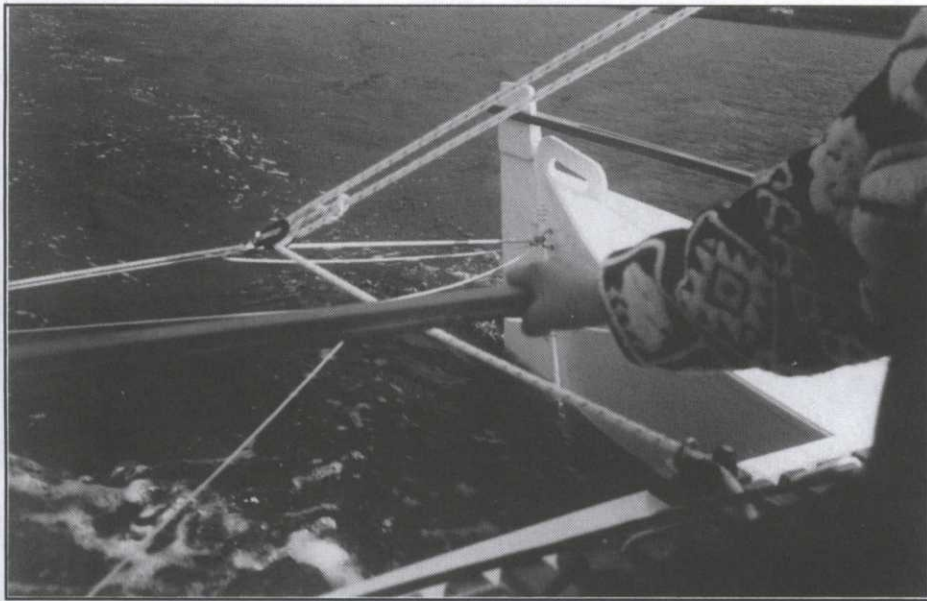
## HULLS

The hulls were too big to build in our flat, so it had to be outside. This means dry, warm weather, and caused the main delay in completion. I will never build in the open again. Everything had to be covered in tarpaulins, and nothing could be done during the winter. The hulls were not completed until April '96. Each hull is decked forward and aft of the (two) beams, the ends being sealed compartments. Between the beams is a shallow cockpit (which will have scuppers for self-draining). This section consists of three sealed compartments beneath the cockpit floor. The hulls are epoxy coated but only glass sheathed along the keels (100mm up the side of each hull) and a short distance up the stem and stern posts, for protection when beaching.

## SAILS

I drew a TIKI-style rig with a short gaff and tried to get it balanced on the hulls. This meant re-designing the hull profile below the waterline, to put the resistance in the right places and get the rudder/skeg the right size, maintaining the required





## SAILING

We launched (at last) on September 15 1996. It had been a bit of a rush but we got the boat into the water with the name of 'Aoraki'. I had never sailed a cat before, but was delighted with the performance. We launched in a force 4-5 with dinghies capsizing all over the place (and a Hobie zooming along with crew on the trapeze and one hull out of the water), but with our non-racing rig (8.79 m<sup>2</sup>) we were perfectly stable but still fast - wonderful! - and we even tacked correctly the first time (having read up the technique in *Sea People*: Arthur Fielding in no. 23, or Derek Pembleton in no. 28. I admit we did miss stays later). I noticed an odd effect underwater i.e. a long vortex just inboard and below one of the keels (if not both - more examination needed), and I wonder if it's this that gives these hulls a good windward performance. We got out again in September, when my daughter, knowing that was the end of the season, sadly asked how long it would be before we'd be back - she's caught the cat bug too!

## THE FUTURE

The idea was to sail a cat for a few years to see if I like them. If so, the 'big boat' (for pub-crawling round the Western Isles of Scotland) will be a cat too. After only two days on the water I'm completely hooked - I've already got the study plans for TIKI 30 and TIKI 31 and am going to have to come to a decision over the next year or so. Thank you, James Wharram, for a wonderful concept.



looks. Once I'd got the sail plan settled I needed a sailmaker, as this time I thought it would be rather a large job for hand sewing! I got a couple of quotes and the best was from my 'local' Owen Sails. When they were ready I could very clearly see the advantage of going to a professional sailmaker. They are beautiful, superbly made, and perfectly shaped, forming a lovely aerofoil in even a light breeze.

## SPARS AND RIGGING

The gaff was made first, laminated out of four pieces of 46 x12mm, as it's easy to bend in the jaws during lamination in a suitable jig (well clamped!). The mast is also laminated, from two pieces of selected 45x70mm pine cut to 35x70mm. The corners of this were cut off with a circular saw to give an octagonal section, then the whole rounded with a surform plane. The whole job of rounding only took an afternoon (the mast isn't tapered). The mast, as with the platform and tillers, is treated with Burgess Woodsealer, another wonderful discovery from the pages of *Sea People* (no. 23). The standing rigging is all pre-stretched polyester - fitted into stainless steel U-bolts and shackles. I like the laid stuff as it's easy to splice into plastic eyes, loops for the mast, and so on. The jib, with a rope-luff, is set flying.

## WHEELS

We launched using little trolleys under the skeg on each hull. I have just built new trolley boxes with much bigger wheels which fit amidships under each hull, they will make the boat much easier to shift, as they will take the weight. Launching will be like trundling a very big wheelbarrow.

*(Ed. Adrian, See Tips Hints & Gadgets last issue - 34, wrongly attributed to Mike Weigh, not you - Sorry John!)*

## TOOLS

The most useful tools are adjustable clamps (the sort with movable jaws which grip on a serrated steel pillar). You can never have too many when using epoxy. Home-made clamps with wedges are worth thinking about, you don't need too much pressure as you don't want to squeeze all the epoxy out of the joint. I found the usual DIY power tools ample - jig-saw, drill (with circular saw attachment), sander (not used much). There are hardly any screws in the boat; even the lashing pads were wired on whilst the epoxy cured.

## STATISTICS

Build time estimate 180-200 hours. This excludes thinking / drawing / drinking etc. time. Total cost £1092: wood £258, epoxy/fibreglass £213, paint £50, fitting out £189, sails £382.

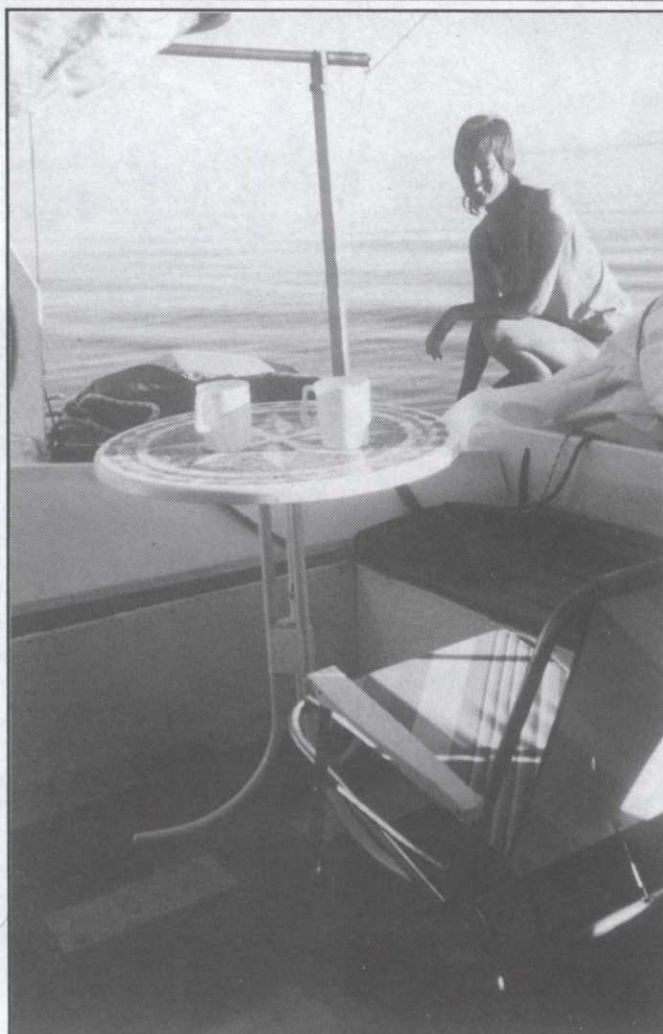
# TIKI 26 ~ TIKI

## The rescue of Tiki

*Richard Oates and Jenny Warne*

I first saw 'TIKI' as a sad, bedraggled and neglected craft whilst cruising in my Wayfarer in 1994. She was lying on a mud berth in Kirkcudbright harbour and I never gave her another thought for two years, when the call for a larger boat became stronger. I rummaged through a draw and looked up an ancient copy of the Wharram magazine (these boats had always fascinated me) and dreamt on. The TIKI 26 seemed to be the boat for us but we soon concluded that we simply didn't have funds available for a decent one, and certainly not the time to build, enchanting as the idea was. One day, while we were trying to decide what to do, a flashback of my brief glimpse of that boat in Scotland came to me. What was she, was she still there, worth any attention or even for sale?

The next day found us in a dinghy grasping the gunnel of a very dirty and tired craft in a 5 knot tide. One glance was enough, 'I'm not buying this'. Just before letting go however, 'Hang on a minute, aren't those hulls glass fibre'. The state of the plywood cockpit had spoken



Deck area with a compass rose table

On the beach with Tiki's capacious deck tent erected



volumes to me of the overall condition, but as it turned out she was the first glass fibre TIKI built and after our eventful tracking down of Ernie (complete with eye patch), eventual purchase for a song, (complete with the most extraordinary inventory including spare said eye patch) and a quite a few days of scrubbing painting and joinery, she was almost as good as new. I won't go into the rest of it save to say that after much soul searching the heavy timber mast was replaced with a new aluminium one and wing sail rig. The old mast provided all the Douglas fir for new decking forward of the mast and new trim to the cockpit. Cutting it in half was one of the hardest things to do, emotionally that is!

The two most unusual features of



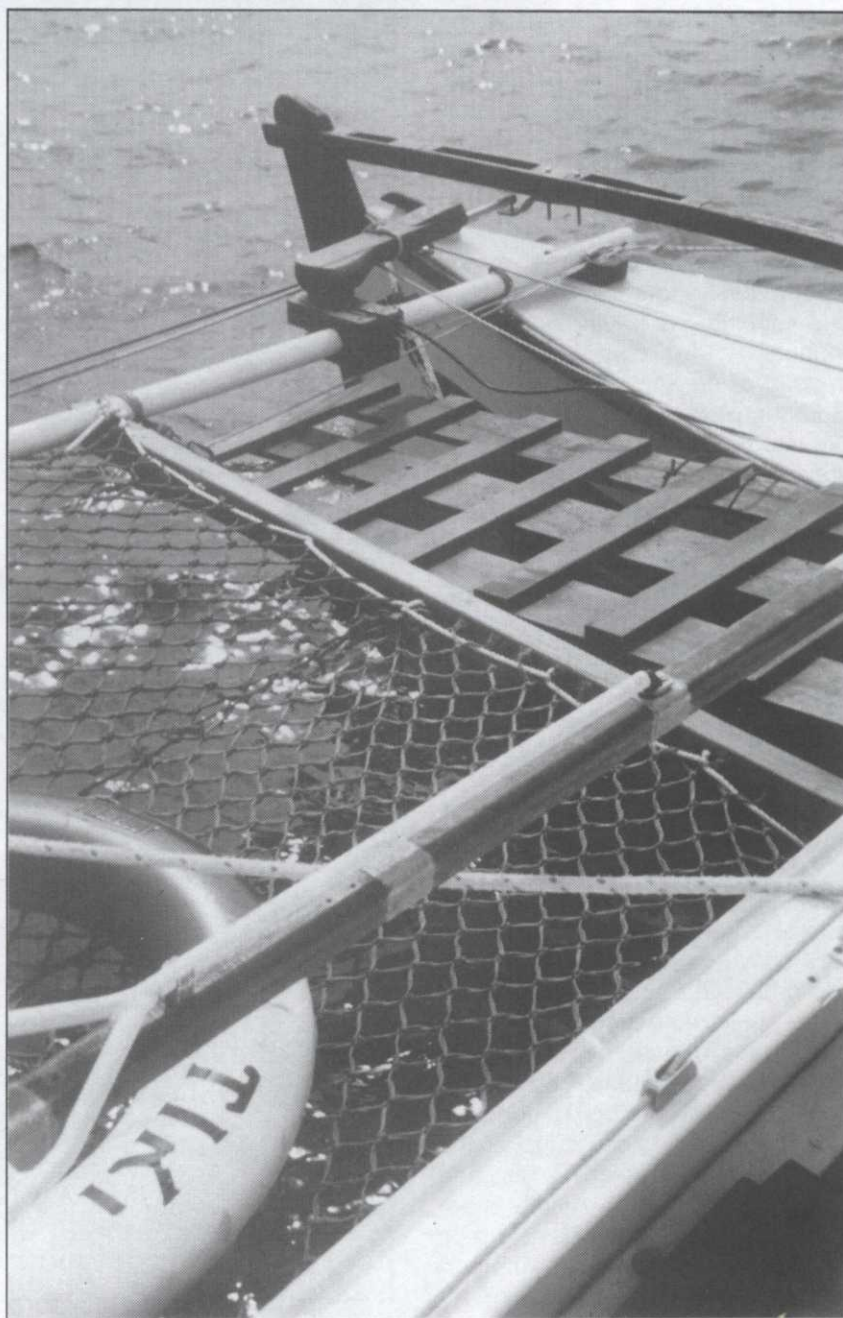


Jenny with Tiki. The hatch entrances are protected with "ears".

The rear ramp partially lowered. It provides access to Tiki as well as a swimming platform.

this one off craft are the side hinged lifting hatch lids and the cockpit itself. We always leave the lids up whilst sailing, they are not in the way, and provide good shelter. We have also made canvas covers for these which give two weathertight cabins with standing headroom. The cockpit is 300mm deep with a transverse slatted bench at the front and two lockers at the rear. These contain fuel tank, battery and our own addition, a fitted kitchen sink!. A white canvas cuddy completes the set up whilst underway. This together with the lifting lids gives a very secure and comfortable feel to the cockpit whilst preserving the advantages of an open boat. We made an enormous canvas tent which is very successful and can be erected in 10 minutes. I find it hard to convey the magic of this space especially in the early morning when the rising sun gives the interior a golden glow.

Our major trip in our first year was round the Isle of Man, in very light airs, when she fulfilled all our expectations of a relaxed cruising craft, and more. Our eventual aim however is to sail our favourite area, the Scottish North West. Finally I must extend my thanks to Scott Brown and Steve Turner for their help support and enthusiasm during the year. We must try and attend the meet next year having had such a good feel about the place during our visits.



# SURFCAT ~ NOA NOA

## In the light of experience....

*John Barker sailing a Wharram Surfcat in the Solent when things went wrong...*

It was getting late, but I had been busy at work and not been out for ages. Conditions were perfect for an evening sail. If I left now I would get about an hour and a half on the water before sunset.

'NOA-NOA, my Surfcat, was kept at Calshot at the entrance of Southampton water. With strong tides, lots of traffic and a Solent chop to contend with it's an interesting and varied place to sail. I love it, you can launch at any state of the tide, and for me it was only ten minutes away.

The wind was blowing from the South West about force 4, and the tide flooding. So, having rigged and launched the boat, I decided instead of staying in the shelter of Southampton Water I would head out into the Solent and catch some waves. The incoming tide would give me an easy run home.

A close reach out kept me to windward of the shipping channel with a bit of shelter behind Calshot Spit. It was great sailing, but these conditions are near the top end of what 'NOA-NOA' can take. I was having to spill the main to prevent the leeward hull submerging, and she was occasional stopped by larger waves.

Looking ahead, I could see a huge tanker entering the channel. As I was converging with the channel, I decided to turn back and run for more sheltered water. Considering the boat's hesitancy in tacking under such conditions, I decided to jibe around. Turning to leeward would take me to the edge of the channel, but I was going fast and would soon get clear. As the boom came across, there was a crack, and everything went quiet. The port

shroud had failed, and the mast went over the side. NOA-NOA and I quickly drifted into the channel and the path of the huge tanker, which was now less than one mile away and moving at a frightening speed.

Fortunately help was at hand. The harbour master's launch, which was escorting the ship, was only a few hundred yards away and came straight over. Words to the effect "You can't park there" were

exchanged. Realising my predicament, the crew manoeuvred alongside and threw me a topline. With the mast gone and things getting urgent, I decided to handhold the tow. This was a big mistake. With the rig hanging over the side, NOA-NOA kept sheering to one side, almost being dragged sideways through the water and threatening to pull me over the side. So, after only a few hundred feet, I had to drop the tow, still in the channel.



Noa Noa

The launch immediately circled around and came alongside again, blocking my view of the still approaching ship. They threw me the towline again, but as I fumbled to secure it, the coxswain commanded me to abandon the boat NOW!

Hands quickly dragged me up on to the deck of the launch, and sure enough, the towering tanker was right upon us. So, at full speed, we headed to the edge of the channel, leaving the stricken NOA-NOA right in the tanker's path.

I didn't know if I should watch or look away but finally stared transfixed as the ship's bow wave lifted the NOA-NOA and tossed her aside to wallow helplessly but unharmed the full length of the ship's side and clear of the thrashing propeller. Just as I was about to breath again, a new danger appeared, tugs were moving in, approaching from astern, but NOA-NOA bobbed untroubled between them.

Danger passed, the coxswain manoeuvred the launch alongside the NOA-NOA, and I dived in and got back aboard. After making her fast alongside, we removed the mast and sails, the coxswain and crew taking extraordinary care to make sure nothing was damaged or lost. Once the rig was all secure aboard the launch, I worked the

NOA-NOA around to the stern, and with the towline secured to the forestay bridle, we started the tow back to Calshot.

They drove the launch, a 45ft. 'Nelson' right on to the beach where I had started and carefully unloaded the rig to me. These guys were heroes, but I was speechless with gratitude. As they pulled away, the coxswain asked for my name and address, a matter of routine in incidents such as this, I was told.

I slowly put the boat away - a stranded shroud the only reminder of Noa-Noa's lucky escape. Amazingly, the paddle and waterproof bag, which I had tied around the mast, had stayed put on the trampoline throughout.

The next day, the local paper ran the front page headline: "Yachtsman saved from tanker smash." I had apparently leapt to safety, as my 'yacht' was smashed - and my name and address appeared. The next day, there was an interview with the crew of the launch, and the day after that another paper rang for my side of the story. ABP's (Associated British Ports) publicity machine was in overdrive.

Lessons learned?

1) Replace rigging wire regularly. NOA-NOA's were the original ones, so at least 15 years old. The failure occurred at the lower swage, but

there had been no sign of anything beforehand.

2) Have a strongpoint, not the mast, for towing, no matter how small the boat.

3) Keep out of the way!!

*Ed - Adrian. I sail in the Solent, and it can be challenging with commercial shipping movements. Always remember the rules on keeping clear of what is described as a "moving obstruction". These vessels can move at up to 20knots and at that speed, your margin of safety may be less than you think. The Collision Avoidance Regulations now state "keep clear" zone of 1 kilometre zone ahead, 500 metres behind any of these vessels that work within the allocated area defined on Admiralty charts. OK for ahead, but 500 metres behind? Tugs are sometimes towed!! There is usually an escorting Police or Harbour Master launch, but not always. The Solent is a great area to sail in, but as John found out, not without it's unique hazards - be vigilant, understand local conditions and regulations and regardless of the size of your sailing cat, a tanker or any commercial shipping needs time, space and above all must be able to see you. Radar will not pick up small non reflecting objects, like wooden 14' cats. Be VERY careful out there!*



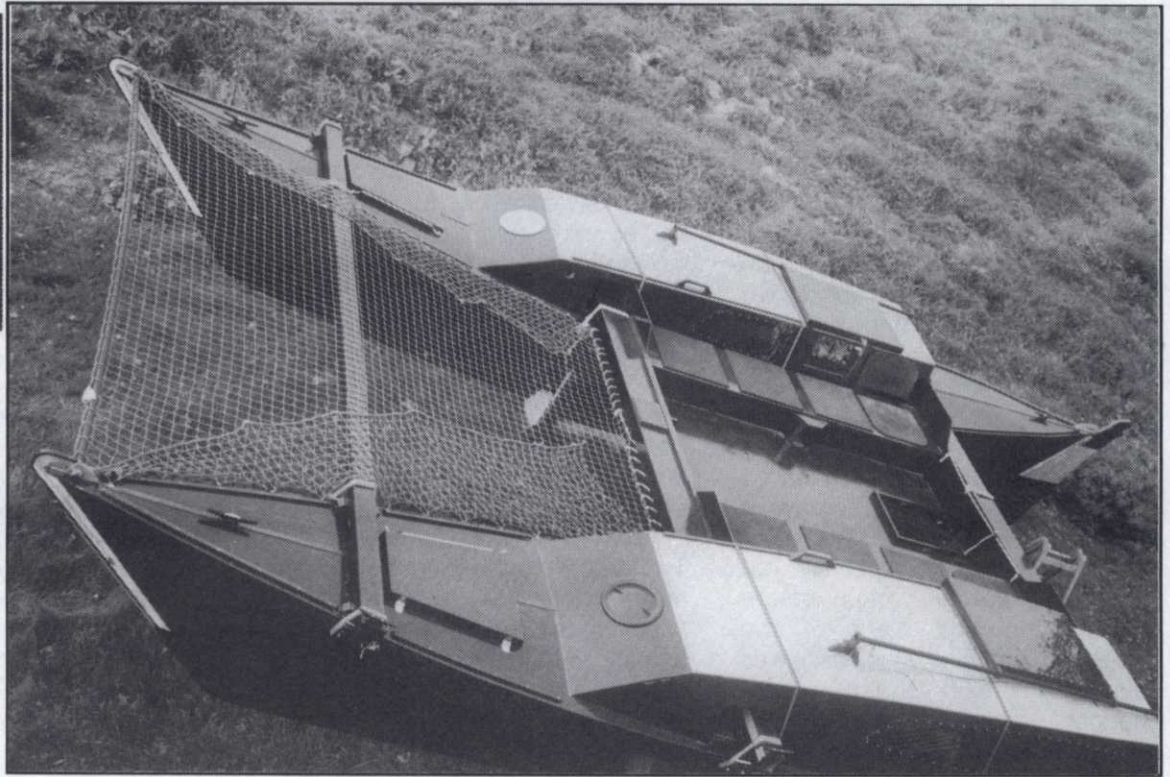
- AIRmarine - Wind Generators
- Walker - Knotmaster & Excelsior
- Towing Logs
- Selva - Outboard engines (Inc. Diesel)
- RIBs & Inflatables
- Mastervolt - Inverters, Chargers, Converters
- and a marine timber package service.

Quality at discount prices for PCA members.

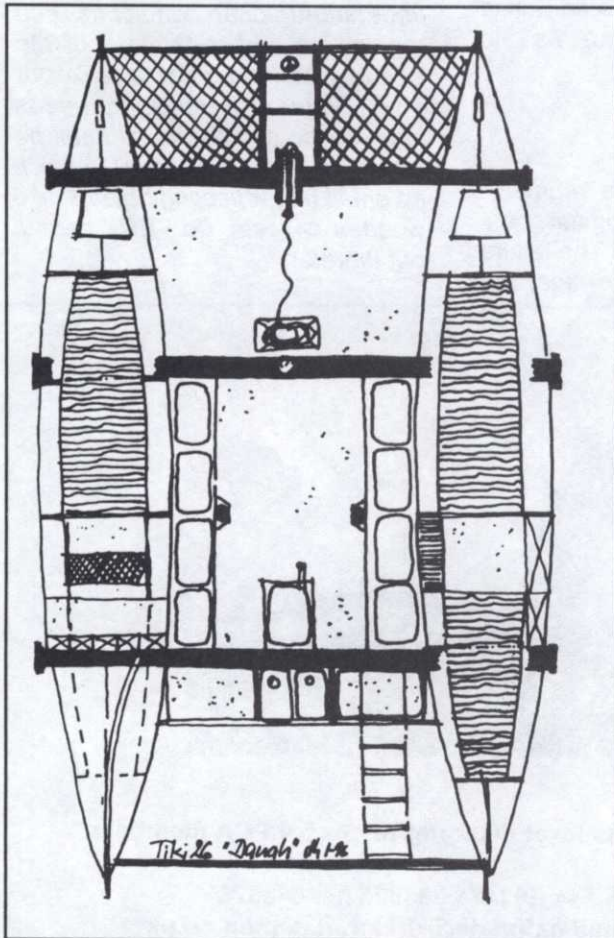
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# TIKI 26 ~ DAHNA

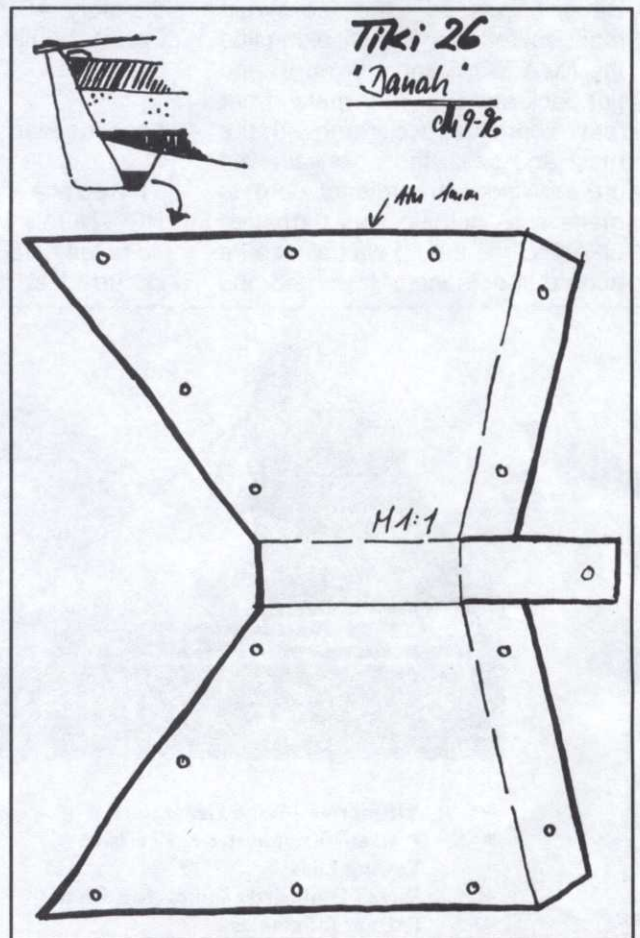
The final part of Dirk Horstmann's feast of pictures and diagrams of his building and sailing of Dahna.



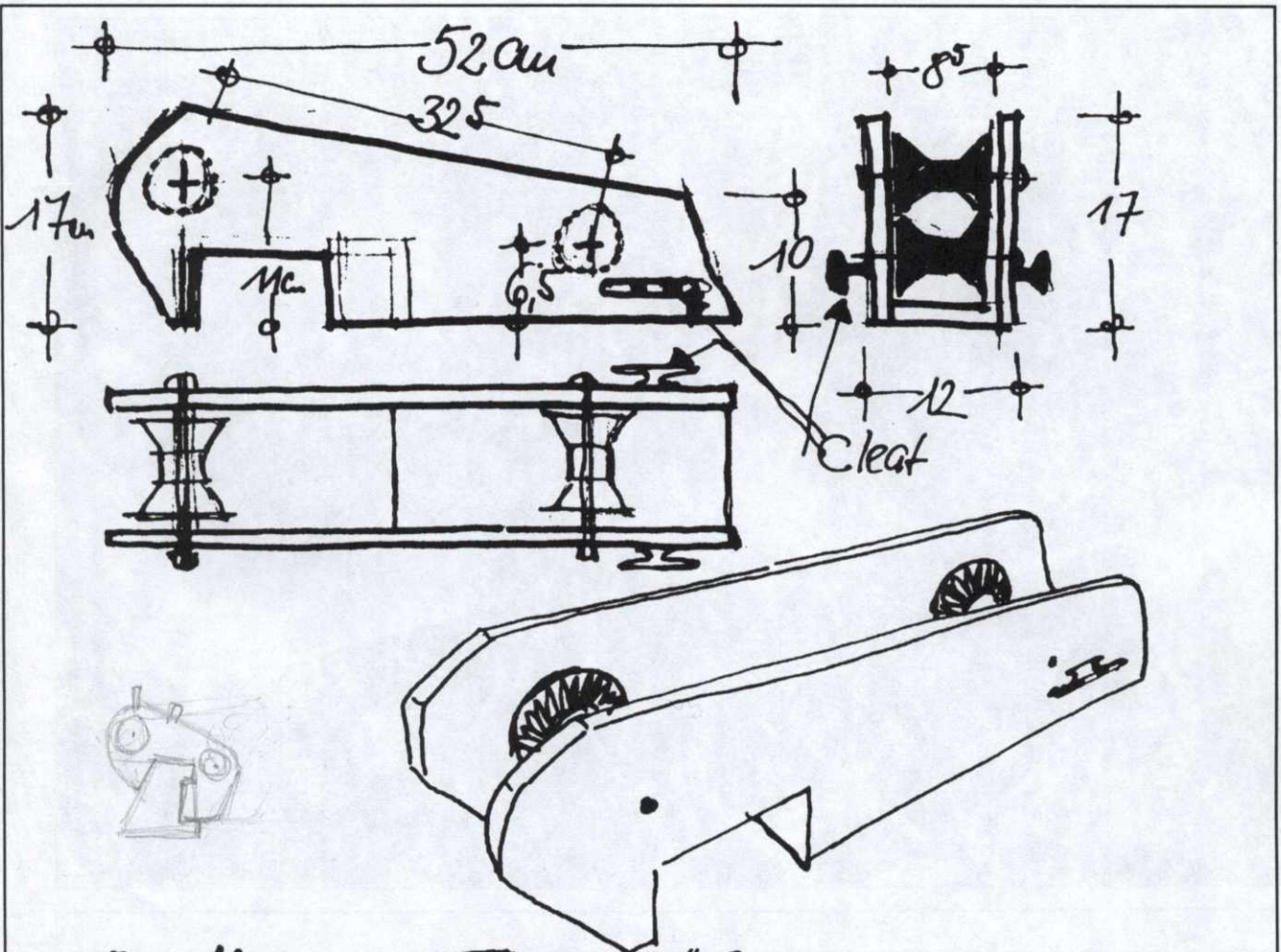
Dahna nearly ready for ready for launching. The ply colours are striking.



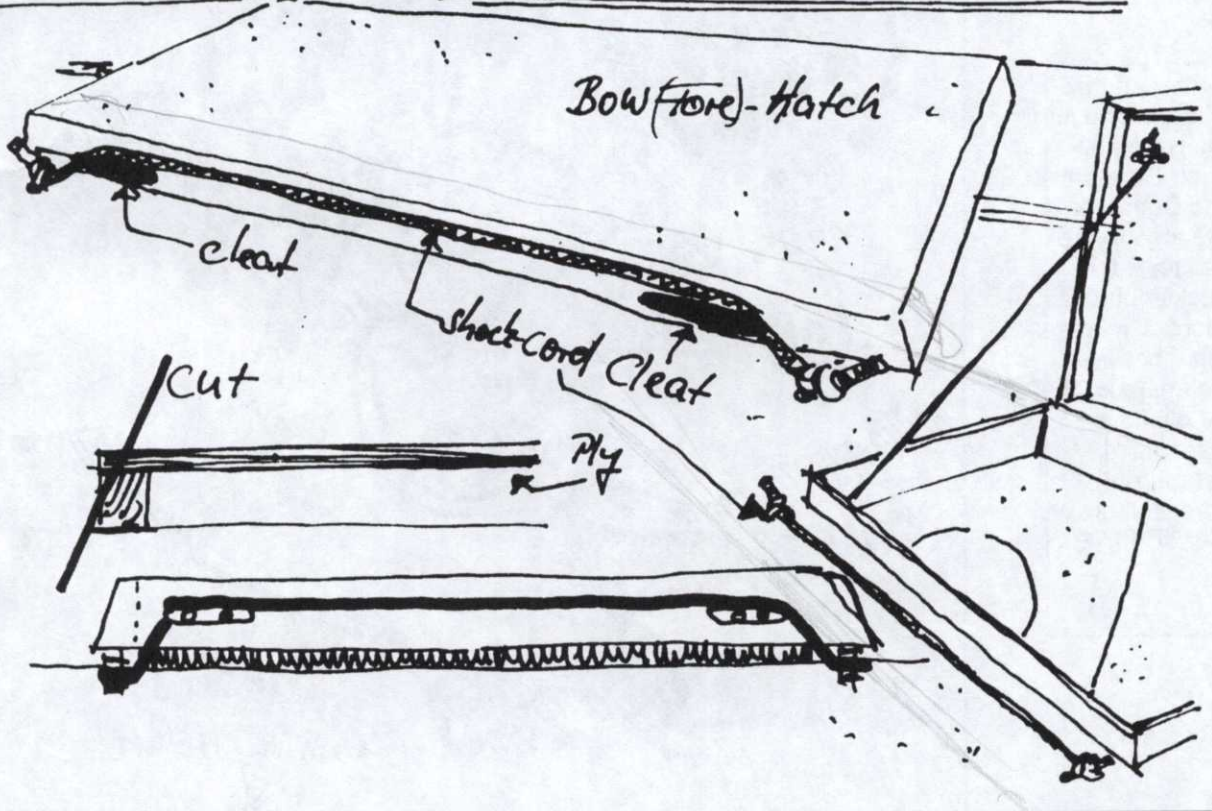
Plan view of the accomodation



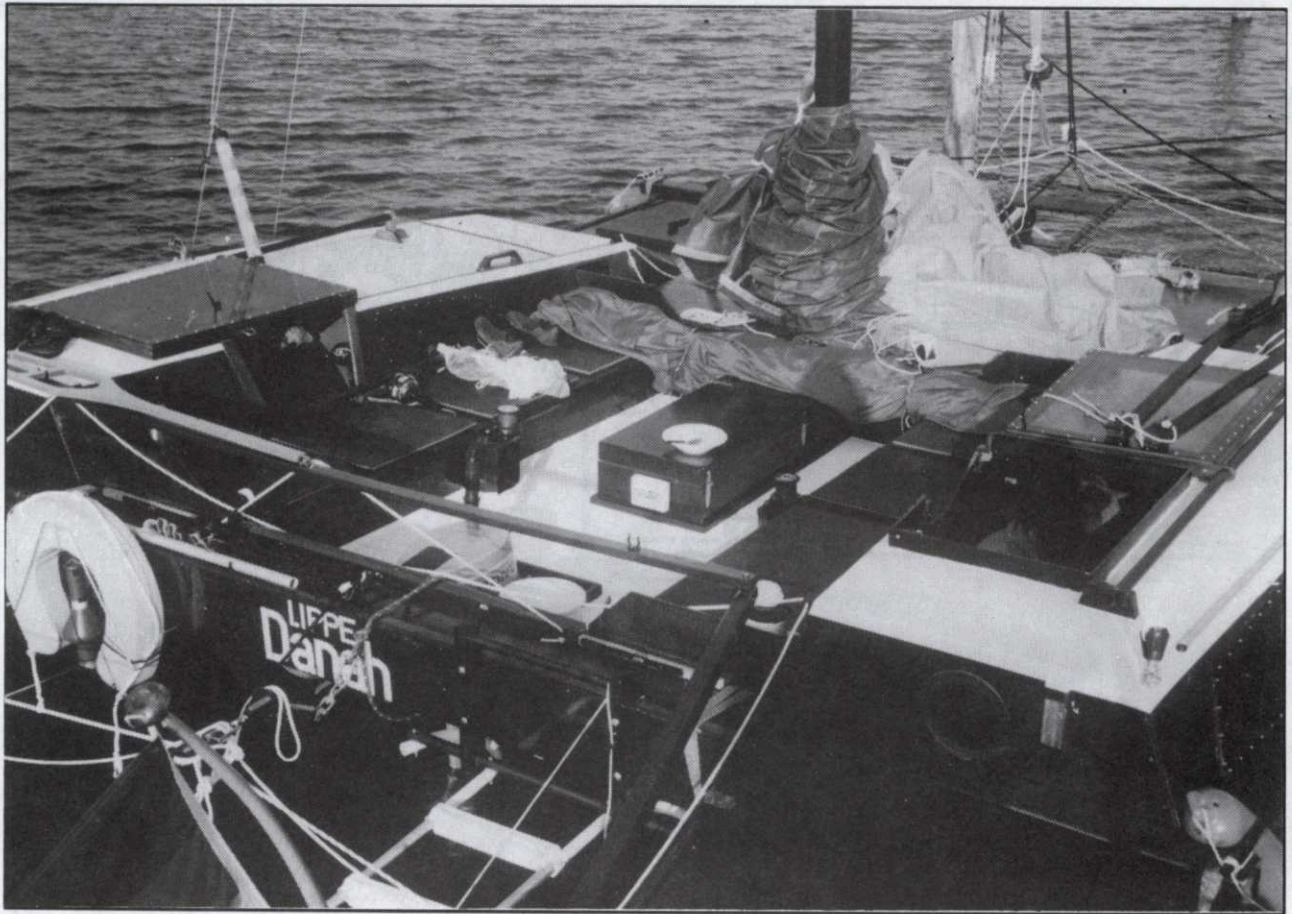
Details of the skag shoe



Bow Hatch on Tiki 26 "Danah" dh 9-95

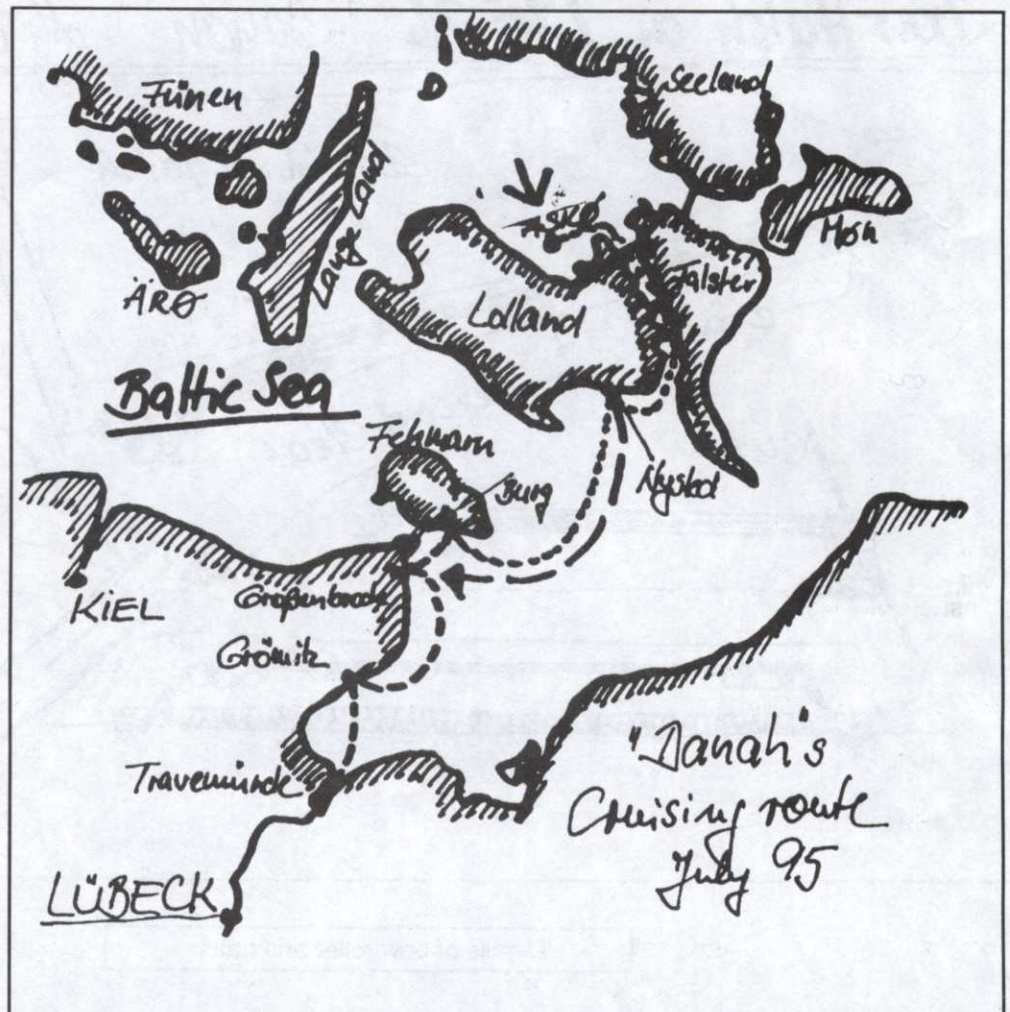


Details of bow roller and hatch



Finally on the water

Details of the 1995 cruising in the Baltic, between Germany and Denmark. The area to the south is the Mecklenburger Bucht. The traverse between Fehmarn and Lolland is across the Fehmarn Belt. Area is approx 54° N, 11° E



# HITIA 17 ~ JODI

## A Hard Life!

Alex Milne

Just picture this. A beautiful October day, golden sun, pale sun bleached sky, turquoise sea, and a friend up from Brisbane who would just love to go for a sail. A perfect combination, so our Hitia 17, "JODI" is towed post haste to the boat ramp. My wife Lynne and yours truly rig up while friend Allison looks on with interest and lends a hand where she can. Then it's load the picnic and ourselves aboard, motor out of Auckland Creek and into the harbour where we find some wind, and we're away.

We haven't gone far before Lynne spots a group of dolphins. They are a pretty common sight on Gladstone Harbour, but it's all new to Allison. so we head towards them to give her a closer look, but of course when we get near where they were, they have moved on. However, we enjoy a quiet sail around picturesque Turtle Island, on an incoming tide with a gentle breeze easing us along. Then sailing towards Quoin Island we spotted more dolphins, and headed over towards them, getting a little closer this time before losing them. After a short while we spotted them again and got closer still, not real close, but close enough to give Allison a better look, before we turned away from them and headed for our lunchtime destination.

Tacking through the gap between Chinaman and Quoin Islands against the tide is a bit of a chore. but once through, with the tide on the make it is open slather for sailing right over the mudbanks and sandbars, sailing on long tacks and simply enjoying ourselves. Then it's a gentle run in to the whitewashed sands of Farmers Point on Facing Island, and a scrumptious meal just above the beach while admiring the magic views of the harbour. Soon it's time to head for home, over all those mudbanks once

more, but this time we're on a beam reach and it's easy sailing. We take a detour to show Allison a nest of Ospreys, where they have built on one of the beacons, 20 feet above the water. She is thrilled. Then on further and past another pair of Ospreys who have built a similar apartment. The crew are

We decided to do this after a particularly rough trip when the cockpits got several inches of water in them and we subsequently spent a large amount of time washing and drying all our camping gear. We haven't had a chance to try them out as yet. but they hopefully should work okay. The next improvement will be



Lynne proving that it is a very hard life!

feeling tired and lazy now in the warm sun, and lie down on the trampoline with hats over faces, dozing while the intrepid skipper forges on.

Then everyone awakes as we round the rocks on the southern side of Quoin Island and the small chop wets a couple of backsides. We sail up the northern side of Middle Banks, then around the end and straight through the Gladstone Yacht Club's afternoon regatta, with boats of all shapes and sizes coming at us from all directions. Somehow we make it through unscathed, and sail back up Auckland Creek, where we will reload the boat after another wonderful day on the water. It's a hard life!

The photo is of my wife Lynne at the helm of our Hitia 17, "JODI". Since the photo I have added 19x19mm triangular section timber just forward of each main hatch as wave deflectors, as on the Areoi.

some handholds for the crew, as on that same trip Lynne felt as if she could easily have been washed overboard, the trampoline becoming very slippery. Keep up the good work you blokes, it's a great magazine!

## DITTY BAG

### Crew available

Very experienced mono sailor /rigger seeks Wharram cat experience.  
Steve Yates 0498 528241

# HEALTH AND EFFICIENCY

*Mike Wynne looks at what keeps us healthy when afloat.*

No, not a restart of the naturist section..... more's the pity, but a few thoughts on keeping fit and healthy on board particularly in hot climates where doctors, clinics and even pharmacists can be a long way away.

In the first place I must say that I am no medic. What I have to say is merely the result of experience and asking a lot of questions. If in doubt, ask a doctor or pharmacist.

I think that everyone on board a short-handed cruising yacht should do a first aid course. The trouble is that there are very few that are designed for the needs of a cruising sailor. Jenny did hers at a local colliery, which must have included a lot of irrelevant material. Throughout a standard first aid course the advice is "get the casualty to a doctor immediately". If we are on a boat for more than a few days this is less than helpful but other than that the standard first aid advice on resuscitation, bleeding, fractures and burns is practical on a boat. So where do we differ?

## **SALT WATER**

I have always thought of salt water as a friend, a mild antiseptic, good for a sore throat and a drying agent useful for fungal infections. So it is in English concentrations but by the time you get to the Med. it is strong enough to suck moisture out of a wound by osmosis and it is vital to keep it off a healing wound. I am no great believer in sticking plaster other than for a few moments. After a lot of searching and some very expensive failures, a pharmacist suggested Vasogen. This is intended to stop nappy rash. It has mild healing powers but is VERY water resistant. I got too much out of the tube once and, as I was sitting in the hatch of Gratitude, wiped the surplus off on the outside of the hull. It was still there when

we took the boat out of the water a month later. There are other brands that probably do the same thing and as a general rule, with all the brand names that I recommend, if you cannot find that one, ask a pharmacist for an equivalent. Better still there might be an unbranded version at half the price. Let me know won't you?

## **DAMPNESS**

The atmosphere on a boat has to be damp most of the time. Combine this with heat and you have a wonderful environment for fungi. After a few years as a bush boy in Africa working most of the time in wet boots, I regarded Athlete's foot and Dhobi itch (in the groin) as inevitable for the rest of my life. In temperate waters a barefoot walk along the sand is a wonderful palliative for athlete's foot, loose clothing helps prevent Dhobi itch. Incidentally, does anyone know why designers of men's' underwear seem convinced that we will fall apart if they fail to surround us with elastic and stretch fabric? The only half way comfortable pair of pants I possess came from the ladies department at M & S. But I digress.

The pharmacists seem to have made great strides in the fight against fungus recently. One that worked for me is Daktarin and it can be bought over the counter from a pharmacist which is cheaper than a prescription. It is well worth having in the first aid box just in case. If that doesn't work talk to a doctor because there seem to be a lot of new ones about and it took a long time to find one that worked for me.

Are boats are both small and water is a precious commodity. We try to get rid of all the salt on our skins at least once a day because salt breeds dampness. It is perfectly possible to clean body and hair in salt water using a suitable detergent. You can get salt water soap which worked well for me in the Baltic but is useless in very

salty water. Here I use Fairy liquid for all washing including shaving. But I agree with Steve Turner that he has a better solution to this last problem than I have. Salt is removed separately with a final fresh water rinse which takes about a cupful for the whole body and at least twice as much for hair. I had always regarded the use of a flannel as effete but water shortage has convinced me to the contrary and I use one to spread the cupful around. Still on the subject of a salt free skin, we have found baby wipes very effective; baby stuff again. They are not cheap but much lighter than the equivalent amount of water. Talcum powder helps to keep the skin dry. Simply chose one that is cheap and is free from artificial odours.

## **FRESH WATER**

As far as I know, mosquitoes do not breed in salt water. They do not seem to get much more than 50m offshore. But being catamaraners and tucking into cat corners as much as possible we are likely to meet these horrible little pests more often than monohullers. Tiger coils are fun and quite effective but for bad infestations Jungle Formula, based on diethyltoluamide works a treat. It has the advantage that it doesn't have to be applied to the skin but can after reading the instructions be put on the sleeping bag or clothes. I am very wary of putting anything on my skin without a decently long testing period; say 10,000 years. It is called the geological perspective. If the little perishers do get you there are various preparations that can soothe the bite, sting or whatever. Anthisan works well be Boots make one out of natural oils that have been used over a longer period.

Digressing somewhat, you are unlikely to meet up with really poisonous bites or stings but assuming that you are not going to carry a full set of antivenoms in your refrigerator, there is a golden rule that should stop you from dying. It is - don't let the venom



spread. Stay still, lie down, keep your circulation slow. The old advice to lance, suck and tourniquet, should be used, if at all, with considerable care.

#### THE SEA

More than enough has been said about seasickness. The current thinking seems to be that Stugeron works for most people. Try that first and go on to the others if it doesn't work for you. Two other thoughts. If you are going to use pills use them early. Secondly watch your food and if something makes us sick don't eat it. Everybody is different. My no no is apples but they do come up tasting of cider which has to be good.

#### THE SUN

Anyone trying to use cosmetic Sun screens for a long trip is in for an expensive time. There are ways to cut down on the expense without damaging your skin. The most damaging times for the couple of hours either side of loan. No, locals are not government time.

From 1000 to 1500 we don't leave skin uncovered especially at the beginning of a cruise. A wide brimmed hat is the first line of protection and in our case makes sun specs, in the main, an unnecessary fashion accessory. Next comes a floppy white long sleeve shirt. T shirts miss out two vital areas, the back of the neck and the upper arms. Lastly trousers or, better, a kikoi, pareo, sarong or whatever you call it. This leaves only the top of the hands and feet exposed and they alone get a chemical covering in the form of a sun block. The one that I use is called Maws sun block. It is another product designed for babies. I use these because they tend to be cheap but mainly because the manufacturers are more careful with what they put in them than is the case with adult products. It contains aloe vera and glycerine and none of the nasty big organic molecules that others rely on. I must stress that all this fuss is only needed at the beginning of a cruise and that later on the body is able to defend itself to a much greater extent.

We had a piece on the subject of skin damage in Sea People 29 p. 4. This is a very emotive issue and sensible discussion is not helped by refusing to distinguish between a burn and tan. The high level of melanin in the skin, which is all that a tan is, is natural in a large part of the worlds population and for a very good reason. Mankind has more than a million years experience of dealing with sun exposure and it would be a pity to ignore that experience in favour of the financially tainted learning of the cosmetic chemists. All the doctors I have talked to agree that it is burning that causes damage. All that I have read of physiology agrees that melanin protects skin from damage. My own experience (please note that change in emphasis) is that it is possible to tan without burning and that non hereditary tan does subsequently protect from burning. I regard myself as having burned if there is ANY suggestion of tingling after

After a few weeks on board the body can look after itself to a much greater extent. Jenny and I have been going to naturist clubs, camps and anchorages for fifteen years. In all that time I have only seen one person with bad burning. If you look at people with sunburn you will find that it occurs next to straps and at the edges of garments, especially tight ones. Out of the midday sun it seems to me that the fewer clothes the better. What I want to do is to build up the melanin content of my skin, so at the beginning and end of the day I only wear clothes if it is cold or if I would otherwise cause offence. After a month in the sun, clothes stay off longer but the hat stays on till sundown.

So that is my first aid kit or rather the bits that I have added to the usual plasters, dressings and antiseptic. I am aware that my attitude to chemicals is not entirely consistent but it is I hope a happy mean and I hope it has given you



Sailing in the middle of the day. This photo shows the shade given by a hat to the top of the ears, nose and cheeks, all areas prone to damage. The arms of the shirt could do with being a bit longer. Jen's legs are shaded in the cockpit so the kikoi has been discarded.

exposure. My own practice, as the outlined above, is to slip and slap but to exercise considerable care in what I slop. The only exception to this is that the skin does dry up on a boat. We used two Neutrogena products, one based on lanolin in this country and one based on sesame oil in the sun.

some ideas. How are about sharing some of yours?



# CAT CORNER ~ ISLES OF SCILLY

## Tresco.

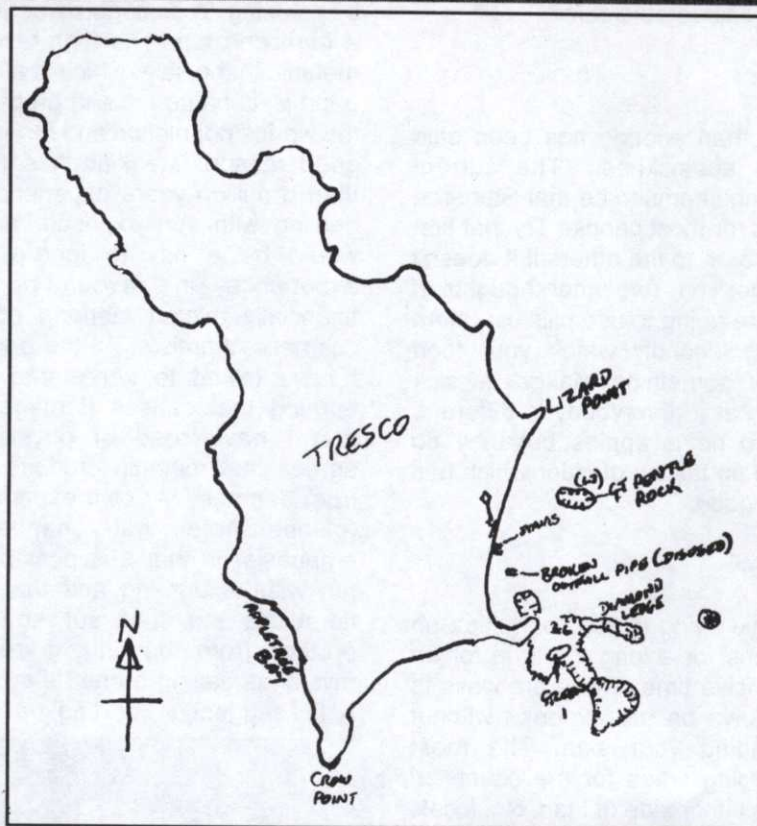
*Peter Kyne brings us the first in a series of the Isles of Scilly*

The islands lie some 22 nautical miles WSW of Lands End, five are inhabited with a further 100 other islets which are home to many different seabirds and seals. Needless to say in and around these islands there are numerous cat corners and beaches a plenty I shall try to give a flavour of just a few all are off the beaten track of the visiting mono's that generally move around between three or four different anchorages.

Admiralty small craft edition charts are available and No 883 and No 34 will cover it all, 883 gives excellent detail but several rocks and islands are cut off around the edges so both are required. Do not be put off by what initially looks like a very hazardous cruising area, it is but a combination of shallow draft and the clear waters make navigation in and around the rocks and ledges much easier. There are two pilot books for the islands, 'a Yachtsman's Guide to Scilly' by Norm at £4.20 and 'Isles of Scilly Pilot' by Robin Brandon at £15.95, both are geared for yachts with deep keels. A couple of points to remember when in and around the islands watch out for pot buoys especially if using the engine, and also mullet nets may stretch across certain bays and beaches look out for the lines of floats.

### PENTLE BAY - TRESCO

Almost 1/2 a mile of soft sand beach on make this an excellent cat corner to begin with. The approach is straightforward 2hrs before or after L.W. from St Marys road head toward Crow rock staying to NW of it and eventually lining up the beacon thereon with the very conspicuous TV tower puts you safely between diamond ledge and cones, both are well covered with kelp and easy to see, once through there is plenty of room to choose for beaching, the area be-



tween Lizard point to Great Pentle rock is good with no hazards, further south between Great Pentle rock and Skirt I there is a power cable and a bit further south a broken outfall pipe at about the half tide mark, along the whole beach if staying a while it is best to beach at 1/2 tide and above as at

the bottom of the slope the ground is much rougher with numerous rocks mostly in the southern half. Tresco 4 worth exploring on foot but tis a fair walk to shops, P.O. and pub from Pentle Bay.



"Dignity" in Pentle Bay

# TIPS HINTS & GADGETS

*Ben Mullett develops an idea for his TIKI 30, and reports by e-mail on build progress.*

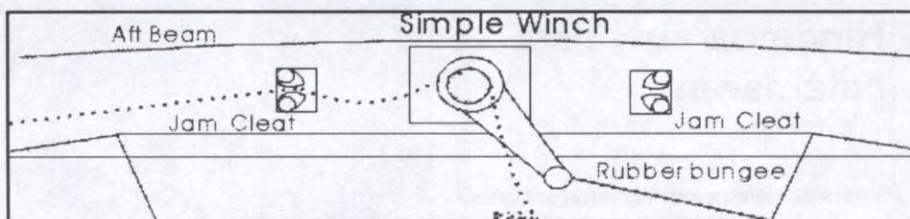
Member Rick Harris visited one Sunday, and we exchanged views on everything from yulohs to spinnakers. We were short of time but it was very good to meet him and his lady.

The idea I've had is probably not new, but I dreamed it up after listening to Rick talk about their joint articulation problems. Seems they suffer from this, and mine aren't too clever.

The way it works is that my jib sheets are led aft along the cabin side to a turning block, then across the aft beam to a central winch via jam cleats. This was always our intention.

The winch is crude in the extreme, but easy to make from a few bearings, steel shafting and some epoxied ply.

It has a return spring made from a rubber bungee, which changes sides with you when you tack, the bungee returns the treadle to the



## The Simple Winch

By using a pair of jam cleats on the Jib sheets we can make a very simple winch that is foot operated.

The sheet to be tensioned is taken via its jam cleat to the winch drum, and a turn applied.

Keeping tension on the sheet with one hand, the winch arm is pushed with a foot. Bungee rubber provides the return spring, and changes sides when tacking.

windward side normally.

The crew pulls the sheet through the jammer with a turn or so around the winch and a hefty push on the treadle with their foot.

When the stroke is completed, slackening the hand held end lets the winch return. Pulling tight again and giving and another hefty push

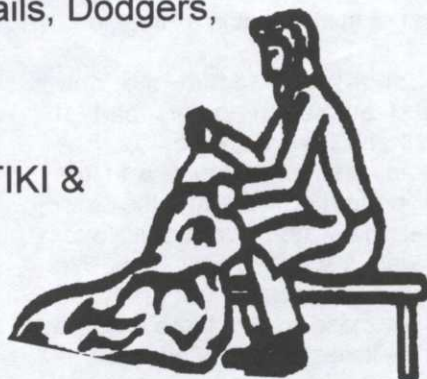
with the foot hauls in some more, and so on. Simple, cheap, and it'll probably work OK.

We've turned the first hull, but will postpone glassing for a bit, and the second one is up to deck level now!

## **D** Sails

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# HINEMOA ~ BRAZIL

## Hinemoa - my first catamaran

*Luis Figueirido - Brazil, finds a Hinemoa!*

I have always been fascinated by multihulls - but fate never let me have one. Maybe because, although Brazil is a huge country, in the part of it where I live (centre/south) there are very few multihulls. To give an idea would say about one multi for a thousand monos. I don't know about the rest of the country, but in the waters (a coast with about one thousand miles) where I have sailed for the last 20 years I never saw a James Wharram catamaran.

One day I decided that I was going to have a catamaran. After contacting various designers, my final choice was to build a Hinemoa & I wrote to Tom Miliano to get the study plans. I got the plans and a photography of Tom's own boat "Two Rights". Thank you Tom.

After a deep discussion with my first mate we agreed that Hinemoa was not the right boat. but at least the affordable one for us.

During a long weekend we were travelling by car when Beatriz (my first mate's name) shouted:

"There, there, there."

"What?"

"There, stop the car."

"What is going on?"

"There, behind that tree, it is a James Wharram catamaran, and if I am not mistaken it is a Hinemoa."

Amazing!!! We found "the only one" (catamaran) in this part of Brazil and it was a Hinemoa. She was in a small channel, with the bow in the mud bank and the stern under the water. We looked over the wall, it was a Yacht Club. We asked permission to get in. When we got close to her there was no doubt - it was a JWD Hinemoa.

To cut a long story, we bought the boat for about five hundred pounds



in a kind of an auction. The previous owner knew nothing about her. Who was the builder, where she was constructed, he did not even know that she was JW design!

hulls - it looks like that an outboard engine got loose and its propeller smashed both hulls below the water line.



After dismantling, a friend lent us a truck to take her to a town nearby (60 miles) from where we live. (We live in S. Paulo - a 17 million persons metropolis where the smallest place costs a fortune to hire). There, in the veranda of a very old house we set up our shipyard.

The reason for the boat being sunk was two big holes - one opposite to the other - on the inner side of the

The other serious problem was the connection of the beams to the hulls. The U shaped box where the beams were bolted was completely rotten. That was the reason why the hulls were full of rain water, but nevertheless I was happy with the business because the sails (1 main and 2 head) standing rig (inox), spars (wood and aluminium), deck tent and even the hulls, in spite of the holes, were in a very good shape.

The first task (the most ungrateful one as all of us are aware) was to strip the paint and to sand the hulls. The holes were repaired with fibreglass and after everything have been resanded and repainted both hulls looked like brand new. Once the hulls were righted, the real job started.

The basic modifications I have done are:

- The hull connection - It was clearly evident that the U shape box did not work because the water was trapped inside it provoking rot. So I decided to use rubber mount system as shown in the Wharram designed book, page 20, - the flexible hull connections.

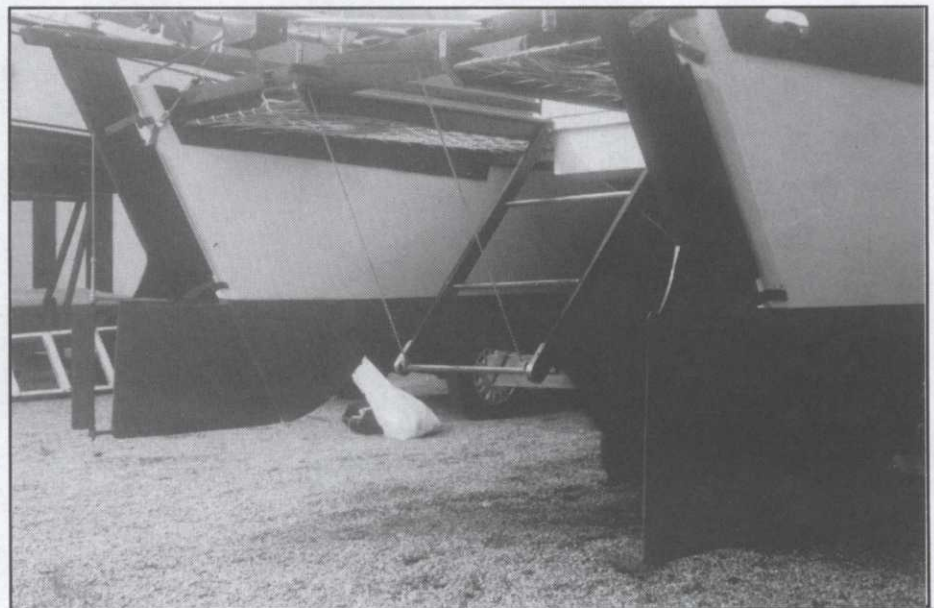
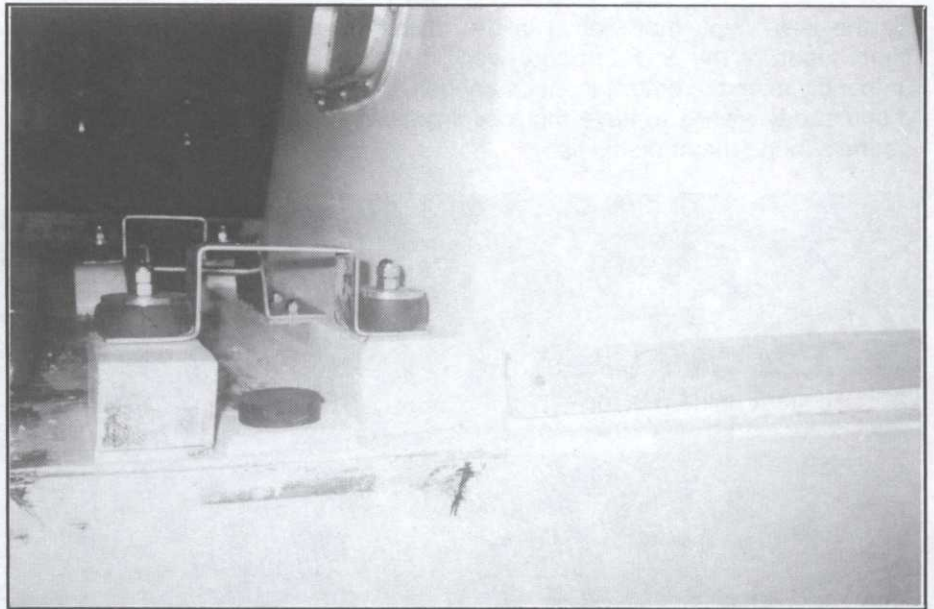
- The cabin. As my intention is extensive cruising, I needed space to store everything neatly, thus, I extended the cabin two feet towards the stern.

- Engine box - The article by Phil Smith (SURFARI) - Sea People no. 10 - "An engine box for the Hinemoa" was very interesting. I made something very similar. (thank you Phil for your ideas). The cover of the engine box, works as a table and behind it is a stern ramp.

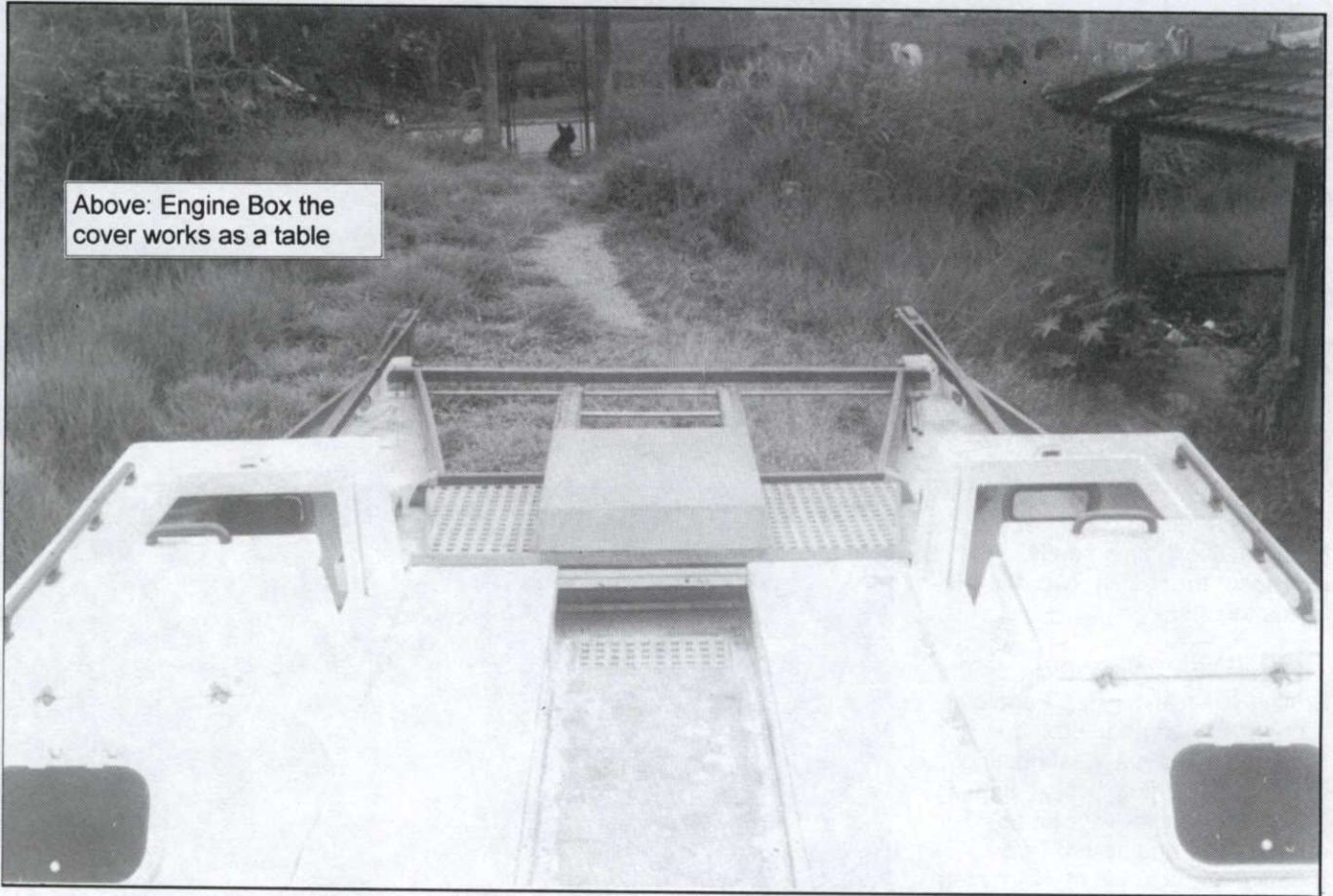
- Dagger board - When I saw the article of Andre Viljoen "Anna Blume dagger board" Sea People no. 18, it came to my mind something about the difficulty that catamarans have to tack. I cannot be precise where I read it, but the idea was that catamarans needed a kind of an axle (dagger board) to help them "spin". As a matter of fact the reason that made me to make the dagger board was the aforementioned, not any change to the leeway.

- A ramp forward. To have a better access to the front sails and anchor, as Tom Miliano did in his "Two rights".

- Containers. Ahead of each cabin, between the two front beams, I made two small removable containers where I keep in the starboard side the deck tent, in the larboard side the diving gear. It was a dead space well utilised.

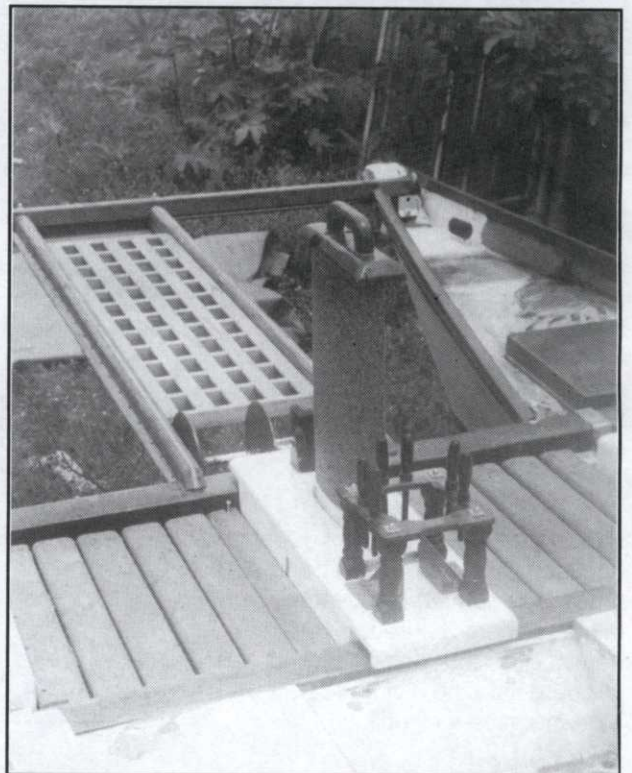
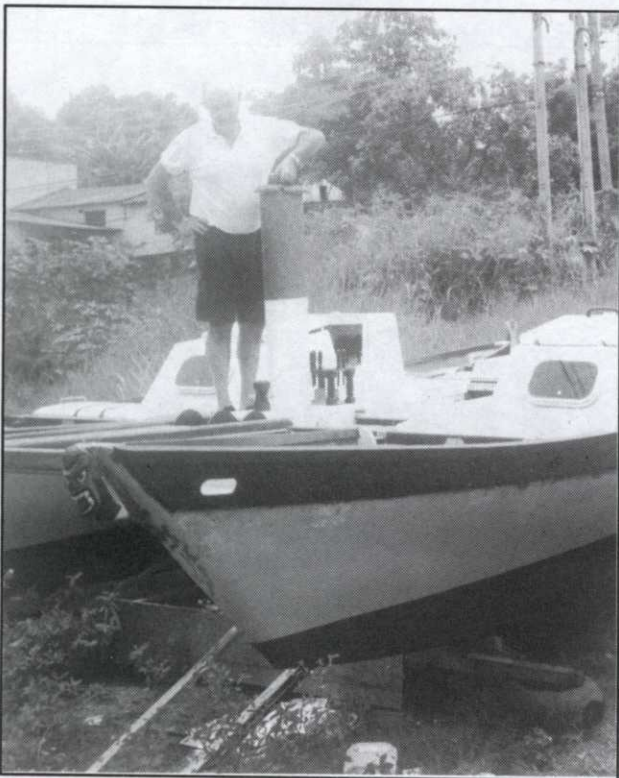


By the way - you may notice in the photos two bow figureheads with unfriendly mien. Those are traditional figureheads of the S. Francisco river (in the north of Brazil). The local Indians use them (the more ugly and unfriendly mien the better) in their canoes to frightening the bad spirits of the sea. If somebody wishes to have more information about my boat and or Brazil, please do not hesitate to contact me: address in the membership list.

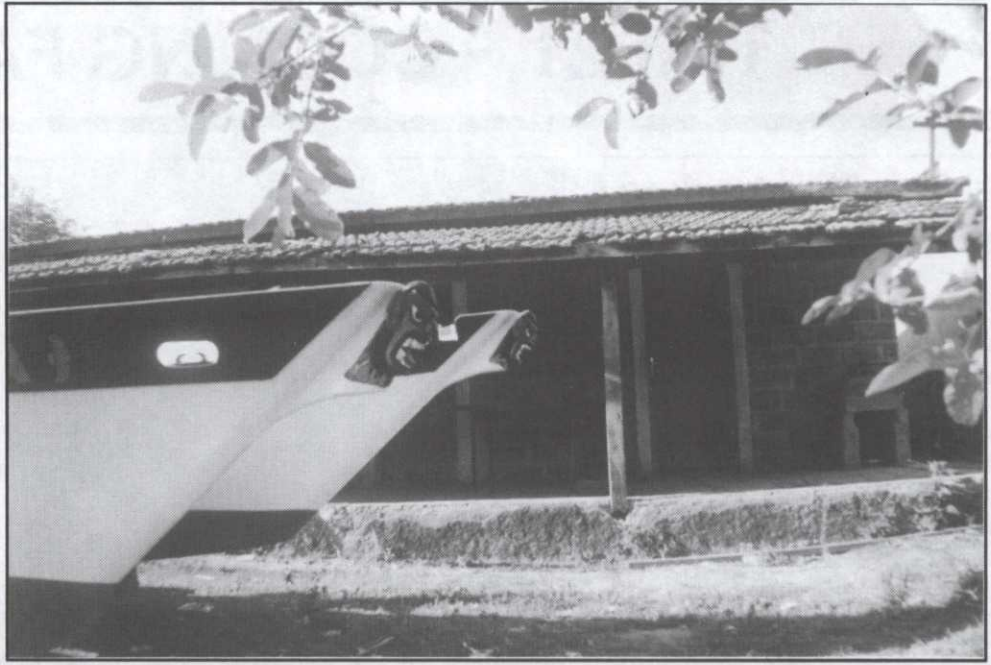


Daggerboard

Forward walkway



The figureheads, the more ugly & unfriendly the better.



A general view, the table is removed when sailing.



Relaunching day.



# TIKI 21 ~ COOKING FAT

## The final leg back to the UK.

*Rory McDougal concludes his epic circumnavigation in Cookie.*

The story continues from Cyprus where I set off solo once again in June 1997. Nikki, my crew, returned to Australia to sort out some problems.

Yuk! To windward again, thrashing into a 20 knot westerly on a tack up to Turkey. Feeling alone, homesick, tired, slightly queasy with a pulled shoulder muscle, was not a great start to any trip. Felt strong desires to sell Cookie at the next port, but somehow everything seems OK again. Nearing land, the port shroud parted at dusk. Luckily, I had doubled up the stays. Tried to scale the mast whilst hoist to and rig a rope backup, but too much motion wore me out. I couldn't cling and haul myself up at the same time. Two days from Cyprus I anchored near Kas, Turkey to get deep sleep and rig up a rope shroud. Headwinds continued so I day-sailed along the mountains west before taking a couple of days off in Rhodes. The 2000 miles across the Med. seemed like a huge mountain to climb with its constantly shifting winds and abundant calms and gales too.

Across the Aegean Sea the "Meltemi" wind roared through at Force 8 for a couple of days. I sought shelter behind the tiny island of Nisos Sirira. The Greek Isles are famous for accelerating the wind down the leeward slopes. Cookie bravely battled williwaws screaming off the cliffs and sending curtains of mist and spray into the air. Sail cloth juddered protest as the gusts slammed into us, but slowly we reached relative calm at the head of a bay. Out with the stern anchor and line ashore. Phew! Made it.



Becalmed, hot & fed up

Next stop Santorini to try & find a crew as I needed help to tackle the calms and head winds. Several notices in backpacker hostels nearly proved successful, but it wasn't to be.

Calms and head winds rounded the Peloponnesse and right across the Ionian sea. Picked up a balloon out of the sea with a "mermaids" face on it and stored her away to give to my friend Tot who believes in mermaids!

Abnormal VHF clarity meant I overheard sailing friends talking 50 miles away on my handheld VHF. So we made a rendezvous at a harbour on the "toe" of Italy. Wonderful to catch up and swap stories since the Suez Canal.

The Messina Strait was exciting for its' funnelled winds, ripping currents and busy traffic. After an hour's tow by friends, I tacked up the Strait only to have the tide turn ½ a mile from the northern exit, and



Saying "hello" to the Ionian mermaid!





Uli & his Pahi 42

what a turn it was. I just managed to sneak in and drop the pick under the lee of a beach on the NE tip of Sicily. 50 meters away, the tide swept past at 4-5 knots like a river! Oh well, good opportunity for 6 hours more sleep. I stopped for 2 weeks in Sicily to visit Toto, one week spent laid out flat with a high fever. It was very restful and healing to stay at Toto's small fruit farm in the country and a much needed break from the sea. Sicily became one of my favourite stops. A beautiful fertile land and such warm hearted people made me feel right at home.

The break from Cookie and voyaging gave me renewed vigour to strike off directly for Gibraltar. I caught sight of the Balearics but didn't stop. The approaches to Gib tested me with more calms and strong headwinds so I pulled in for a night near to Torremolinos. Very strange sensation stepping from a sea voyage into the bright lights, noise, hustle and bustle of the Costa del Sol, and I must admit a quick fix of chicken and chips and a beer sure felt good!

When the rock of Gibraltar appeared out of the mists I felt another milestone had been reached. Behind us the fickle vagaries of the Med., and before us lay home waters of the North Atlantic and more predictable weather with a bit of luck.

Always on the lookout for crew,

Scott Brown put Malcolm Whitehead and myself in touch. Malc wanting Tiki experience before building his 38 flew down to join Cookie. A day or so of maintenance jobs and it was time to flee the costly marina and head for home. Ali and his 2 dogs living on his Pahi 42 "Spirit of Kinabah" waved us bon voyage. A day sail of surfing fast, past the southern tip of Spain found us tied alongside "Chiquita" - Santi and Esther's modified Tiki 21, very similar to Cookie. This PCA network of world-wide members was certainly proving very sociable. Earlier I had met up with Spencer and Isobel Martin in Gibraltar who also have a Tiki 21. I'd like to take this opportunity to thank these fellow members

for their hospitality and assistance during our visits.

From Cadiz to Lisbon we tackled mostly brisk headwinds. It was great to have Malc's help and sense of humour to keep slogging on.

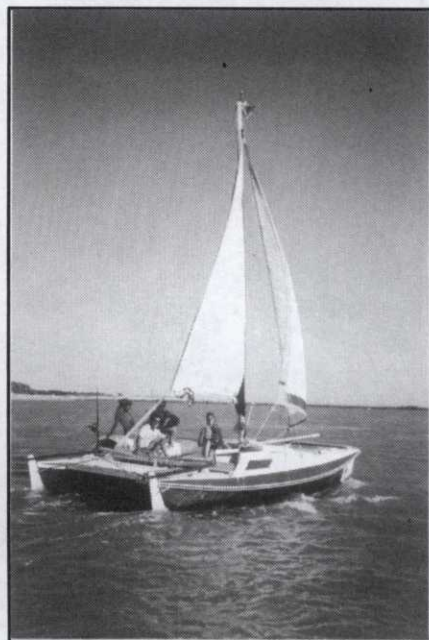
Lisbon was quite an occasion as Cookie crossed her outward tracks of 6 years earlier. Well Done Cookie! We have officially sailed round the world! Now for the final run home.

Finally some favourable winds winged Cookie and crew in one hop up to Ria Camarinas to the NE of Cape Finisterre and a perfect spot to head off across Biscay from. I could almost smell the shores of England now! So only a day to re-provision then Malc and I headed north into a benign Biscay. This notorious body of water treated us very well. The wind swung around the clock twice but never above a force 4. On one calm evening we even had a "night out in Biscay"! Dropped all sail, music up loud, brandy and cokes all round a slap up meal. Malc juggling on the tramp in our mood of carefree fun. Well, you've got to do it from time to time. 5 days from Spain to the Scilly Isles and a warm welcome from PCA member, Pete Kyne, when we fronted up at his photo gallery/shop in St Mary's. It was very nostalgic to visit harbours I had entered in Cookie 6 years before, even the grey misty



Sheltering from the Meltemi behind Nisos Sirira

Washing day & sail repairs at Cascais (near Lisbon)



Cookie sails alongside Chikita at Sancti Petri. Southern Spain



Left:  
Malcolm surfing Cookie out of the Straits of Gibraltar



Rock of Gibraltar. UK just around the corner

weather was the same - surprise, surprise.

The reception that Cookie, Malc and I received arriving in Millbrook at the PCA summer meet was fantastic (*See Sea People 34*). Thank you to all present for making Cookie's homecoming so special.

The final port of call was the home port of Dartmouth where friends and family gave me a huge welcome at the Dart Marina. I was overwhelmed with so many emotions. My dream was complete.

Finally, just to say in my dreams, I really wanted to sail the smallest catamaran around the world. So I just went out and found a way to do it. Everyone has dreams and desires, so whatever you want to do, just do it.

# NEWS FROM SEA PEOPLE

## New Zealand

*Rory McDougall returned in January and writes:*

Arrived safe and sound at this beautiful country once again. Definitely feel as though I'm home again. Spent this last weekend sailing on friends Wharrams - don't waste time do I?

Hans & Cluadia have widened their Hinemoa "Owl" and changed to lashings on their beams. They are very pleased with their handywork, and she sails well.

Mike & Dietland Malone have finished their perfectly built Pahi 26 "Traintanz" (Dream dance in German). All credit to them for their immaculate finish. I had the honour of a sail and was impressed by her performance and tacking ability without leeboards etc. I'll send some photographs of them soon and have "leaned" on them both to share their stories and get writing for the Sea People.

## UK

*John Thornhill - Coventry*

Part of my dream is now complete. I now have a TIKI 21 in the back garden! But things didn't go smoothly.

I had arranged to meet Marc at 14.00 hrs just outside the ferry terminal at Ostend. The problem started when I arrived at Ramsgate and was asked for my passport - the one thing I had forgotten. After my wife faxed the relevant pages I was allowed on the ferry. The next problem was how to get into Belgium. Absolutely no chance was the attitude of the Belgium Customs. Whilst I was still pleading I saw Marc arrive with Felix on it's trailer - not hard to miss!

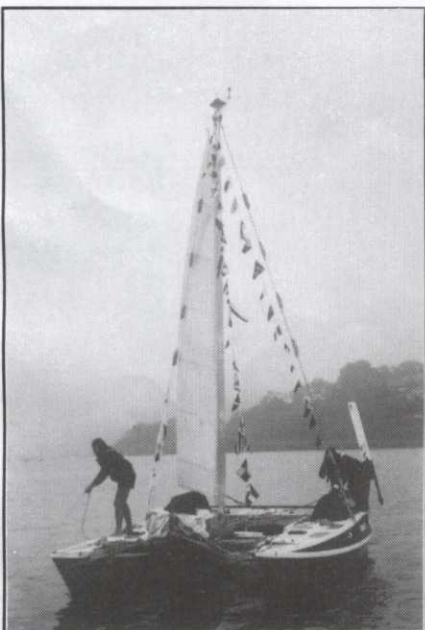
We were now at an impasse. I couldn't go out through the gates and Marc couldn't come in, and no, we couldn't just push the boat on it's trailer through the gates! However, when they realised that they would have to put up with pleading from 13.00 hrs to 20.00 hrs when my return ticket was valid (I wasn't allowed to book a 21ft trailer on the fast Catamaran ferry). They relented and rushed Marc through the gates. We swapped the cars over and I was rushed back onto the fast Cat. ferry on which I had arrived. There was no problem getting back into the UK and I was back home by 21.00 hrs. What a day! A few more grey hairs, but a triumph for common sense over rules and regulations.

## UK Northern Meet

*John & Helen Cartwright FEB 28th*

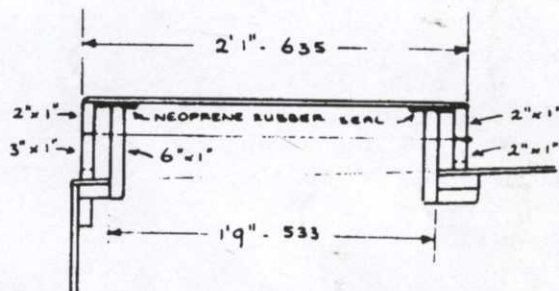
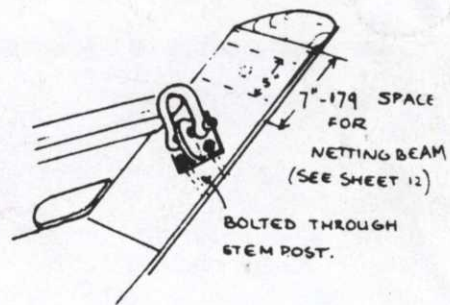
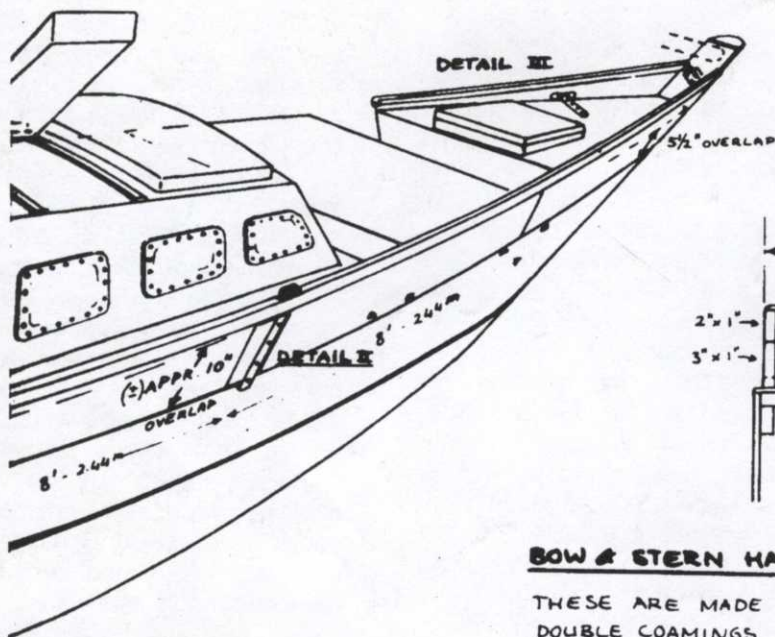
Despite the bad weather forecast [the first snow of the year for us ], which deterred some members, we had another successful evening which was very interesting and enjoyable. We began just before 6.30 p.m. and finally stopped talking just after 2 a.m.. We totalled 13 adults and 5 kids, which was pretty good considering the promises of the Met. office. Everything went well, we had a little snow but not enough to stop the more determined members, Jon Stockton arrived on his mountain bike and now lives about 6 miles away from us, so hopefully we might see him more often now. Our friend Howard Speight always arrives whatever the weather, but he doesn't have as far to travel as new member Barry Hilton, who was all set to come from over the Pennines, until it started snowing, we hope to meet him next time. Andy Sowerby couldn't come to last year's meet because of his work, so we were pleased to meet him at last. He's looking for a Hitia, preferably a 17. We had apologies from Pete Castle, also Mike and Jenny Wynne, although Jenny came over to show us their photos of their trip from England to Spain, just before she was due to fly back there to rejoin Mike on their Tiki 26. It was good to meet some of the members for the first time and also great to see those that we already know. Some people brought photo's of their exploits, of particular interest to everyone were Malcolm Whitehead's of his trip from Gibraltar, with Rory on Cookie, he travelled from his new abode in Oxford to be with us, thanks Malc. After a good feed and a natter we watched some of the P.C.A. video's, courtesy of Scott and Steve and talked the night away exchanging tales, news and idea's. One very positive result of our discussions was the promises of help with difficult areas of each others build projects, for example sheathing which is much easier with extra help available. Clive Wintle and Roger Dunstan only live about a mile away from each other and have never managed to meet before, as they are both in the midst of building Classics, we hope that their new acquaintance will be mutually beneficial. Thanks to Mel for helping in the kitchen and to all who attended, we hope that you all enjoyed the evening as much as we did.

← →  
Arrival at Dartmouth. Cookies voyage a total success and my dreams come true.

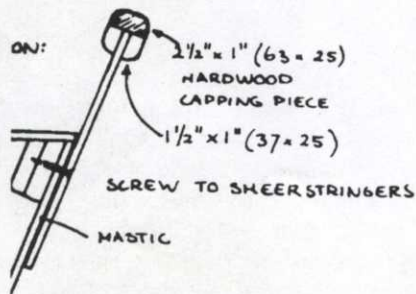


If undelivered return to: PCA @ Southdown Marina, Millbrook, Torpoint, Cornwall, PL10 1HG (UK)

NP

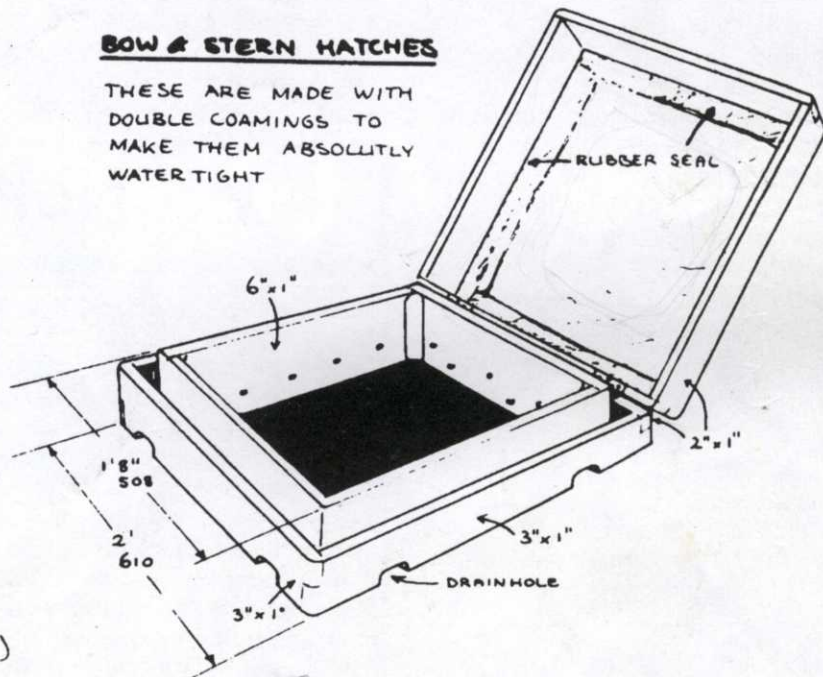


THE FINISHED BULWARK  
BE PAINTED WHERE THEY  
MEET THE HULL AND THEN  
BE IN PLACE ON A LAYER



**BOW & STERN HATCHES**

THESE ARE MADE WITH  
DOUBLE COAMINGS TO  
MAKE THEM ABSOLUTELY  
WATER TIGHT



POINTS OF CHAINPLATES SEE SHEET 13)  
SEE SAILPLAN SHEET 14)



PLY BULWARK +  
INNER 1 1/2\"/>

**DETAIL III**

