
The Sea People



- **“Cookie” ~ The facts**
- **TIKI 38 ~ Build**
- **HITIA 17 ~ Improvements**
- **Austrian Rally**
- **Cat Corner ~ Queensland**
- **Gaia ~ Red Sea Passage**

The Sea People

Magazine of the
Polynesian
Catamaran
Association



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Front Cover Photo:
"Summer Meet '98" !!!



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Wharram Cats for sale

Type	Asking price
Hina special (project)	£1,750
Tane 28 (Greece)	£3,500
Tiki 21(Cookie type)	£4,000
Pahi 31	£4,500
Tiki 21 (Germany)	£5,300
Pahi 26	£5,000
Tangaroa 1	£5,950
Tanenui	£6,000
Tiki 21 GRP	£6,250
Tiki 26 GRP (Sp)	£9,750
Tiki 26 GRP	£10,000
Tiki 26 GRP	£10,500
Tangaroa (NL)	DFL50,000
Tiki 28 (France)	£18,500
Pahi 42 (Portugal)	£29,000
Narai 4 (US)	\$50,000
ORO (Mannini)	£34,000
Pahi 42	£39,500
Pahi 42 (Turkey)	£38,000
Pahi 42 (NL)	£44,000
Pahi 63 (Turkey)	\$135,000

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Steve Turner

For the next three issues I will be listed as your magazine editor, although, in fact, it will be a joint effort as usual! This will be my last year on the PCA committee, both Sandy and I will be standing down at the next AGM (we hope to have time to do a little more sailing before we get too old!) Since the low point of six years ago, the present committee has built up the association to an all time high, with record membership and healthy funds.

This is an opportunity for a new group of members to take the reins and lead the PCA into the twenty-first century, starting from the strongest

position a new committee has ever inherited! Running the PCA is a lot of work but it brings great rewards with it, including personal contact with people in over forty countries.

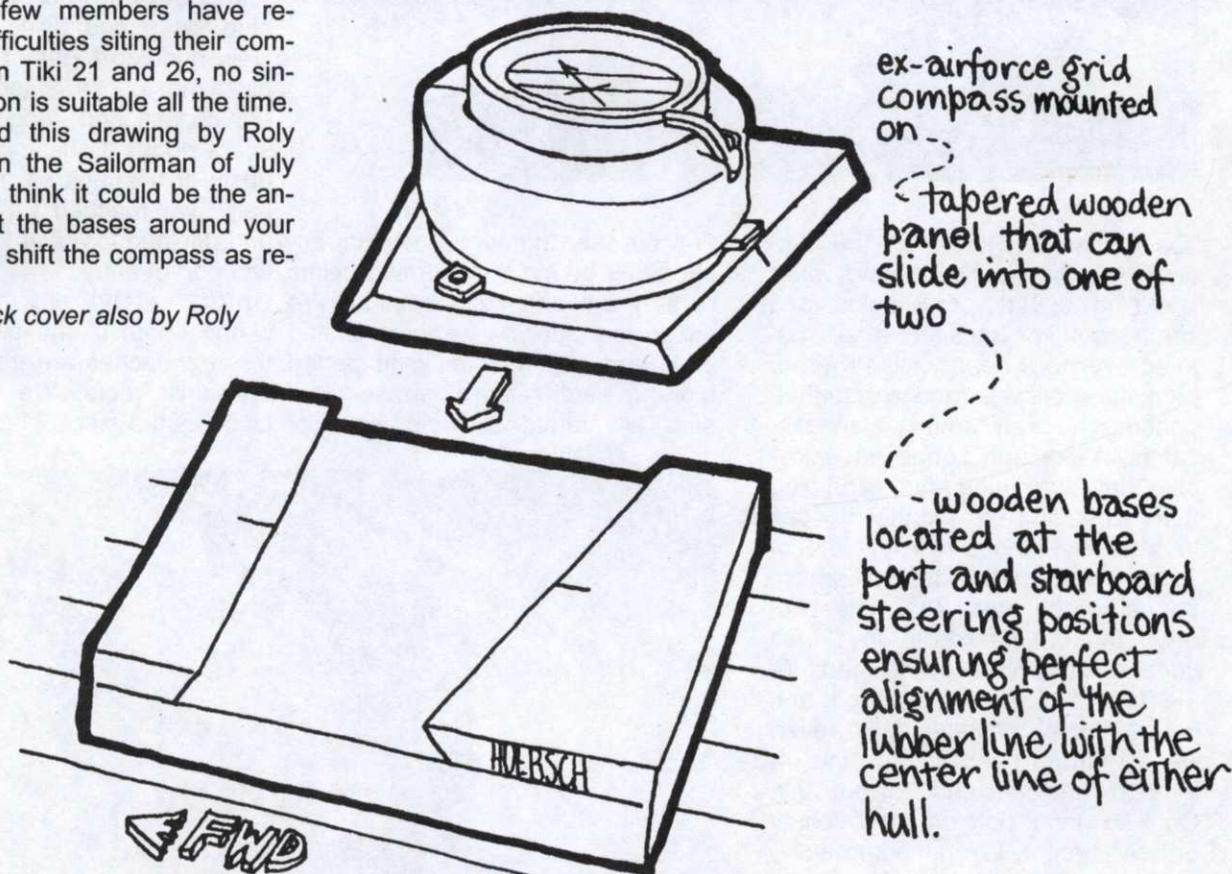
Computer literacy is an important requirement, as is a fair bit of spare time! E-mail connection would be an advantage and a group of members in fairly close proximity to each other can best share the load.

The 1999 AGM will be in September as usual, If you think you might have what it takes and would like to have a go, contact us as soon as possible, it would be nice to have a seamless transition! Scott has offered to stay on for at least one more year as a guiding hand, gradually reducing his involvement as the new committee finds it's feet.

TIPS, HINTS & GADGETS

Quite a few members have reported difficulties siting their compasses on Tiki 21 and 26, no single position is suitable all the time. We found this drawing by Roly Hubsch in the Sailorman of July 1980 and think it could be the answer! Dot the bases around your deck and shift the compass as required.

Note: Back cover also by Roly

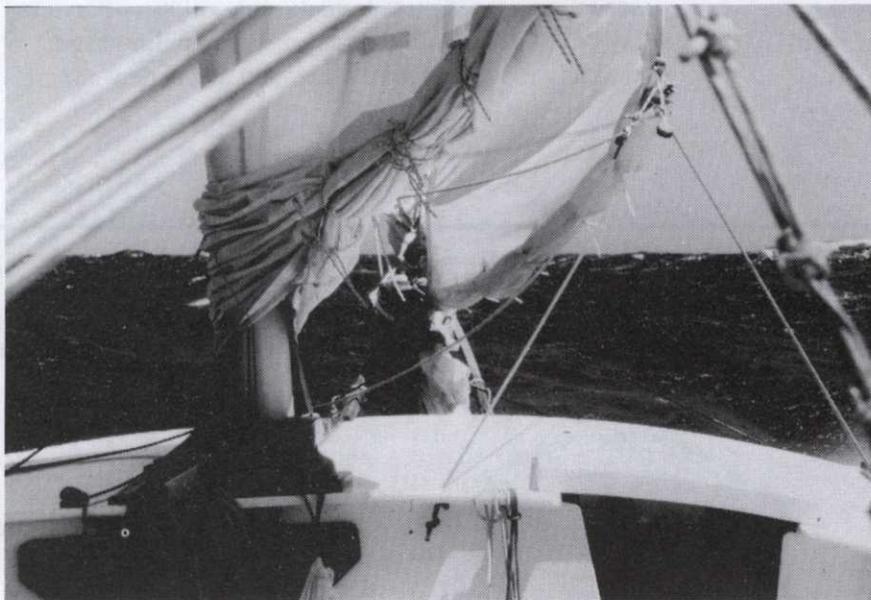


HUAHEINE'S STEERING COMPASS

GAIA ~ RED SEA

John Barker takes a break from the JWD drawing office to sail on "Spirit of Gaia"

Where the hell is Djibouti? This was my first question when asked if I would join "Gaia" for her passage up the Red Sea. A few days later I was flying in to this dusty French colonial piece of East Africa aboard an Air Ethiopia jet via Addis Abbaba.



"Gaia" was anchored off the run-down 'Club Nautique' and after spending a day provisioning and sorting out my transit visa we motored over to a nearby island with a beautiful shallow lagoon to scrub the bottom. The crew, James, Hanneke, Jamie, Alexa and I, had an enjoyable day swimming and scrubbing before heading out for the day sail to 'Bab el Mandeb - The Gate of Tears - the forbiddingly entitled entrance to the Red Sea. The pilot book makes clear that in March boats can expect following winds for the first half of the passage and headwinds for the second. However, we got strong headwinds in the afternoon and decided to put into Obok, a small port on the Djibouti/Eritrean border. We anchored along with four other yachts and waited a day until the wind died down and turned around. Our first afternoon was enlivened by a visit from some local men offering, for \$20, to cook us dinner ashore and bring it out to us in the evening. We and several

other boats took up this offer and after an anxious wait - they were over an hour late - we were given a whole roast goat which kept us fed or the next three days.

After leaving Obok we entered the Red Sea with a following wind and had six days of gentle sailing until off Port Sudan, where, as predicted, the wind turned to the North West and started blowing hard. When this happens there are two tactics; coast

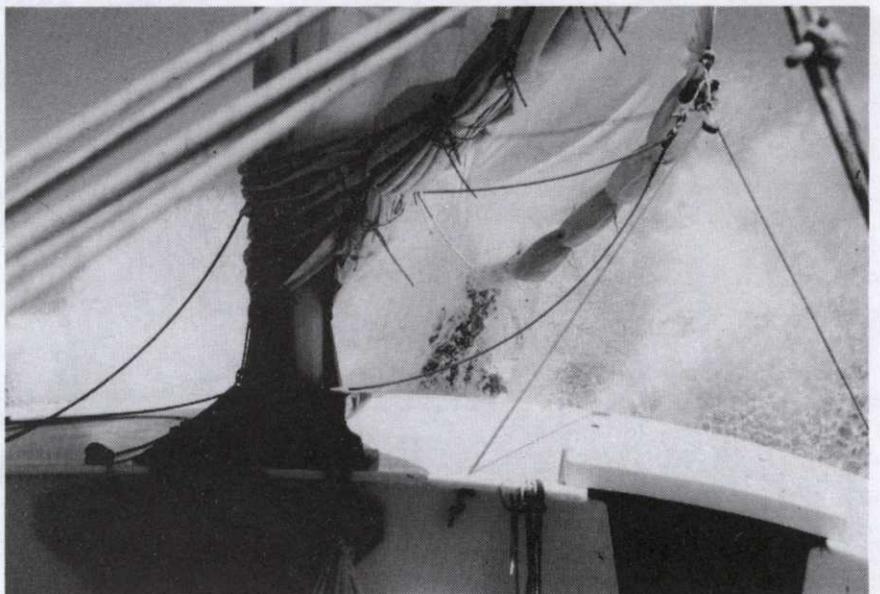
age; seams beginning to give all over. A day and a half was spent hove-to, hard at work with the sewing machine re-sewing the three working sails. The next twelve days were spent beating to windward in winds of between Force 6 and Force 8 with only one morning and one afternoon where the wind dropped away and we thought the worst was over. Only a few hours later the wind was back howling in the rigging, kicking up short, steep 3 to 4 metre breaking waves which would regularly slam the boat hard, causing the beam lashings to creak and sending spray flying up through the slatted decks.

Under deep reefed sails we kept the speed down to around 4 to 5 knots, tacking through 120 and making a good 55 miles a day. "Gaia" could easily have gone faster but above this speed the noise, spray and feeling of strain on the boat made life unbearable.

Those days are now a blur of clear blue skies and flying spray - the crew huddled together in the cockpit, glimpses of the high, barren desert coasts and long dark nights spent dodging ships which mysteriously only appeared after dark. Finally, we reached Egyptian waters and decided to put in to Safaga, the first port of entry.

hop between numerous whaddi anchorages during the morning calms or stay out and keep beating. We chose the latter as we were limited on time. As soon as the wind started blowing hard, "Gaia's" six year old sails all started showing signs of

Unfortunately our timing was wrong - late in the afternoon, and the approaches are tricky with several unlit reefs. We were getting close as the sun set but could make



out lights ashore. Suddenly the wind dropped so we tried to start both motors. After two weeks of inactivity one refused to start and the other would not provide any drive. Suddenly the wind sprang up again, blowing hard and forcing us to spend the night hove-to off shore. In the morning we made sail and tacked into harbour, the wind still howling.

Safaga harbour is a bay with an island in the middle. The old port, where boats check in, is at the south end of the bay and the Yacht anchorage off the hotel area is to the north, through a narrow, shallow channel. We sailed up the old port and dropped anchor having followed a large monohull, which turned out to be the Swan 65 "Tangaroa". We checked into Egypt along with her and the sloop 'Halycyon', who kindly towed us through to the anchorage, which was full of sheltering yachts. It turned out that both of these powerful monohulls had had just as rough a time as us. The next morning was calm and many boats raised anchor and headed north. The crew of the "Gaia", however, had a thoroughly lazy but well deserved day lounging around the pool

of the Holiday Inn eating hamburgers and ice cream.

After having spent a while working on the engines - one starter motor had seized and we adjusted the gear cables on the other - we decided to take a trip to Luxor, a three hour bus ride away. This turned out to be a four day highlight of the trip taking in visits to the tombs of the Pharos, the Luxor Museum, the Karnak Temple and, my childhood dream - a felluca ride up the Nile. Due to the massacre of tourists by Muslim extremists the previous year, the city which thrives on tourism, was very quiet and very cheap.

Back aboard "Gaia" the wind was still blowing from the NW but after a couple of days we awoke to a calm day and the sound of boats raising anchor. We decided to follow suit but took a while to get going. Another port, Hurgarda, is only 25 miles on so we thought we could make it there for the night. The wind was light and on the nose so progress was slow. Come sunset the lights of Hurgarda were in sight but the wind started blowing hard, so in a repeat of our first approach to Safaga, we spent another uncom-

fortable night hove-to at sea. In the morning it was still blowing Force 8 and rather than attempt to beat into Hurgarda we decided to run back to Safaga, wondering how long we would be stuck there.

After a couple of days wait, one afternoon the wind dropped and turned to the South. We immediately raised anchor and motored through the night, through the islands and reefs of the Strait of Gubal into the Gulf of Suez. From here the wind was light north westerly so we sailed during the day and anchored at night. After several days of easy sailing and deserted anchorages the hustle and bustle of Suez was difficult to take so we decided to stay only one day to re-provision and sort out a pilot to take us through the canal. Our dreams of drinking and telling sea stories at the Suez Yacht Club went unrealised, as being a Muslim country, the club has no bar.

The two leg canal transit - boats anchor at the town of Ismalia overnight - was enlivened by two things - the arrival of Peter a potential Pahi 63 builder from Australia and the recurrence of our port engine drive problem. During the second morn-

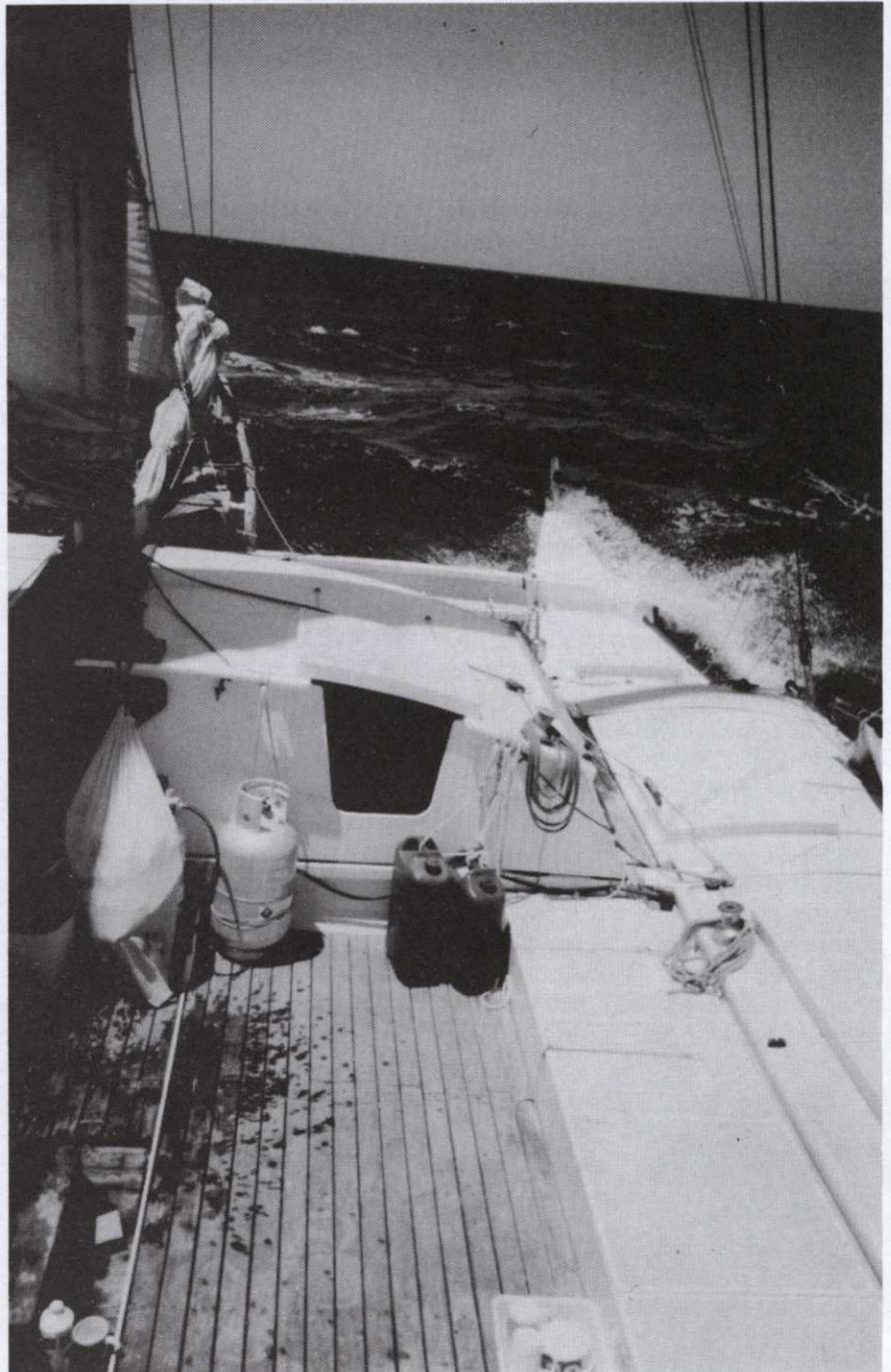


ing, after having been joined by our rather surly pilot in Ismalia, the port engine suddenly started racing but not providing any drive. Immediately our speed dropped, the wind again being a brisk headwind. Our pilot indicated he wanted us to moor up to a floating bridge at the canal side. This done, after an unintelligible phone call at a nearby ferry station, our pilot disappeared. Our agent had made clear we should contact him if we had any mechanical problems so we decided to go ashore to find a phone but found our way blocked by a pair of armed soldiers who refused to allow us ashore. Despite our attempts at reason they continued to guard over us as we struggled to diagnose our engine problem which turned out to be a sheared prop. Meanwhile, Peter tried radioing passing ships in an attempt to get in contact with the agent to arrange another pilot. For Peter time was running out as he had a flight booked out of Cairo at 4pm the next day.

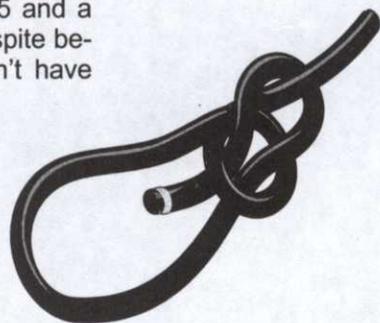
By next morning we had repaired the prop but had still not got through to the 'Prince of the Red Sea'. Finally, Peter did get through to a very helpful German ship who put us through to 'The Prince'. He told us to go to the nearest pilot station, which was visible about half a mile up the canal. Why our pilot hadn't taken us there the day before we still can't understand. By midday we were joined by a third pilot and were underway again. Peter was desperate to make his flight. Despite protests from everyone in the pilot station, who insisted he stay aboard "Gaia" to Port Said, he stayed ashore. We learned later that he was escorted to the airport under armed guard and did catch the plane.

Meanwhile we motored on to Port Said where, minutes after dropping the pilot, our propeller repair failed but by then we were in sight of the Mediterranean. So, with full sail and one engine we were able to clear port safely gliding along on a gentle breeze. Two days later we were safely berthed in Ashkelon Marina in Israel where "Gaia" was left.

Comparing stories with other cruisers, all agreed that the Red Sea was a tough sail and that this had been a particularly tough year, possibly af-



ected by the El Nino. A number told distressing stories of their treatment by the Suez Canal pilots, the worst being a yacht rammed by the pilot boat after the crew refused to pay the 'Baksheesh' demanded. We had been advised beforehand that the going rate for this was US\$5 and a packet of cigarettes, and despite being asked for more we didn't have any problems.



Hitia 17 improvements ~ in Ibiza

by Jan Leendertz

In 1987 I finished a Hitia 14 and a year later a Hitia 17, both according to the plans (now I wonder why).

The only alteration on both boats was a classical hatch cover (Wood) in front of the mast-beam on both hulls.

As I sail from March to November (since 1988) in the beautiful waters between Ibiza and Formentera, I could gather a lot of experiences out in the sea which can get very severe.

Sailing Hitia 17 was beautiful right from the beginning. If I compare Hitia 14 with a Fiat Panda, she would be a Mercedes Benz. (And a Dart, a Porsche, added a Dart owner).

I hadn't sailed Hitia 17 long when I started thinking of a few improvements which during the 11 years of sailing have accumulated to quite a list.

All started with the hatch covers. They were torn off by big waves and I got into trouble when trying to rescue them. The sprit (wonderful on Hitia 14) was dangerous when trying to reef. The shock cord securing the shroud lashing under the lanyard cleat came off and the lee shroud lashing held the mast with it's last thread in a force 11. The mast had come down several times. The bows were rather deep in the water and big waves sometimes stopped Hitia from full speed because the front beam was in their way. Surfing was sometimes challenging and dangerous. I also couldn't get used to the position of the jibsheet cleat between the hatch covers.

It took me a lot of time to find solutions for all these "handicaps" and the changes I made definitely improved handling, performance, safety and also the look of Hitia 17.

Seven years ago I helped a friend to build his Hitia 17 and we built her with all the changes that I had on mine at that time which meant saving much money and time as we did not build the sprit, the front beam, the tent, the canvas hatch covers, the double floor with it's 4 big expensive hatch covers, and we did not cut the drainholes into the hullsides. I had built all these



parts (except the tent) just to throw them all away later. I paid for the lesson and learned a lot and my friend was pleased. Steve Hankey who bought that Hitia 17 later (sail No. 114) took over all my improvements (except the topsail which I wouldn't call an improvement but rather an extravagance).

The more people sail their boat, the more they will probably want to adapt it to their necessities and many Hitia owners will have made their own changes. I wonder whether anybody else has taken the front beam off. We have three Hitia 17s with two beams in Ibiza. Hanneke Boon knows about it and she asked me to change the plans, which I didn't dare to do because of the many cross references to other sheets of the plan.

My improvements were made on the hulls, beams, mast, Rigging sails and the trampoline.

1. HULLS

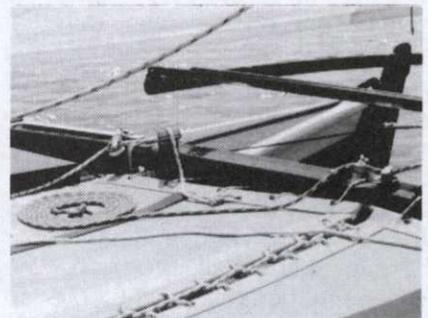
I mentioned the canvas hatch covers. I changed them for watertight wooden ones. So did several Hitia owners, some of them right away. Later I replaced the two wooden hatch-covers per hull by one long cover, so that 3 people can sit beside each other in stronger winds.

I can also move forward to the mast-beam on this new hatch-cover to go more to windward

when tacking. The position of the jibsheet cleat had to be changed now. It went to the back beam (see picture).

Having waterproof hatches I could finally store and lock away all kinds of gear, the mainsheet with purchase, jibsheet, tillers and pulleys, sleeping bags, tent, drinks and food etc.

After cutting out the double floor, leaving a 2 cm rim with it's fillets



for stability and closing the drainholes, I got a huge hatch which together with the hatch in the front turns Hitia 17 into a cargo ship.

Ample place for everything, and what was washed on the net, is now dry in the hatch.

Stempost handle, I see it as a nose on the bow. A helper pulled the boat to the side and broke it off. I glued it back and added on each side 5 mm ply. The nose looked a bit thin and miserable before, now it is round, shiny and strong.

Skeg and keel: I sailed over rocks 6 times. There was never any damage thanks to the 3mm aluminium keel. Each time there was a bang amidships and a second cruel one on the skeg. I became more and more afraid to one day rip the skeg off. There was another reason for doing something to the skeg:

Many times I got stuck on ropes in the water, sometimes with fine threads to hold the plastic rings, and sometimes I dragged a big plastic bag along.

So I made a long, gently curved skeg (see photo) by adding sheeted 12 mm ply. The keel I prolonged from 12 cm up the bow to 1 cm overlapping the rudder, covering the piece of ply added.

Now I can sail over ropes and threads, and when hitting a rock there is no more fear for the skeg. And I feel that the boat looks more beautiful. I had asked James Wharham whether she would still tack with a long skeg and he said, "Try it out". She tacks very well.

2. BEAMS

The front beam, the net, ropes, the anchor etc. make a weight of easily 25 kg in front of the mast, close to the bows. That led to numerous stress situations at higher speeds in waves or when surfing. I heard from a French yachty that his friend's Hitia 17 pitchpoled. (Of course there can be many reasons). I took the front beam off for ever (all that work!), took away it's sockets and lashing pads and simply added 4 wedges of hard wood under the remaining 2 crossbeams. (see drawing). They push against the beam lashing-pads (the strongest part of the hullside) and securely keep the hulls in their parallel position. The wedges rubbed a little bit off the top of the beam lashing-pads which I repainted. No more problems.

She performs much better now, mainly in stronger winds, the bows are always up and I assert that she

is safer with 2 beams. There is still more than enough stability and a bit more flexibility.

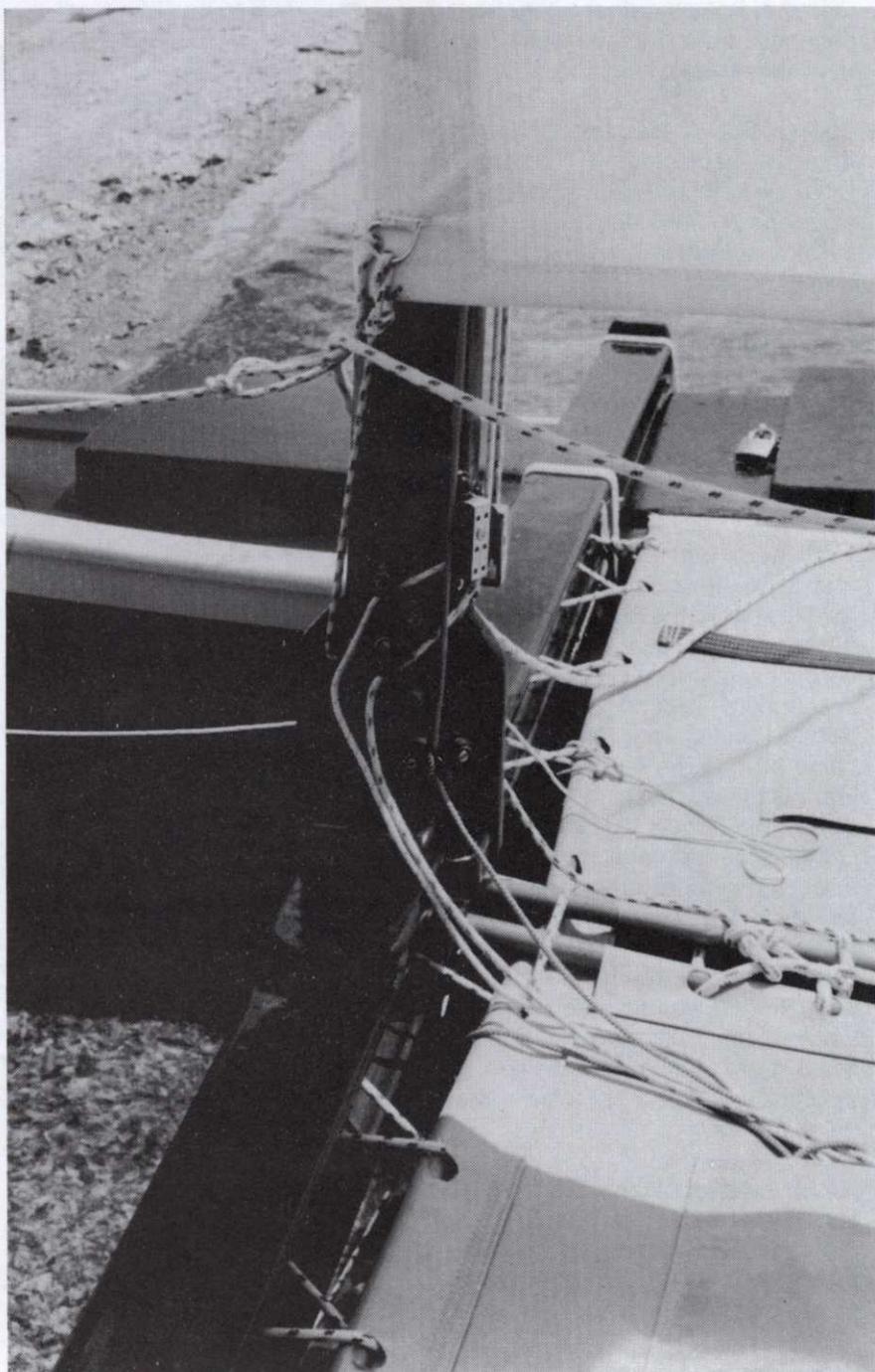
When I take my anchor, I place it right behind the mast on the canvas trampoline, sticking the shaft through the gap between the two trampoline halves, in a way that it doesn't touch the water. Chain and rope are in a flat bowl with holes. Even Barry Aslett from Denia who used his Hitia 17 as a working boat, took the front beam off, he always carried loads of heavy diving gear, food supplies, tent etc., but all was locked away in the hulls and front hatches. He dived for fish to sell to the hotels.-

I lost my dolphin-striker, so I glued it

to the beam.

3. MAST AND SPRIT

I cut the sprit in two equally long pieces to hold the roof of a hut I built. That means 4.8 kg of weight less up in the air. Instead I built a 1 kg gaff with it's claw similar to that of a Tiki 21. The gaff goes through a narrow pocket on top of the mainsail. The spritsail became a gaffsail, maintaining the sail's shape. Hitia 17 owner Malcolm Kirke wrote from the Philippines, "I too am considering using the sprit to hold up the clothes line in the garden and making a gaff. Reefing is very difficult in a rough sea, and lowering the sail



even more so as the sprit has to go in the water

On Hitia 14 the spritsail with the brail line is a beautiful solution and reefing is no problem because everything is smaller.

The gaffsail needs a topmast to pull the gaff up. I opened the mast top, stuck the handle of an axe in, secured the mast top with a strip of stainless steel screwed around it and filled the holes for the halyards with Epoxy paste and sealed them to strengthen the mast top which has to hold 4 shrouds and 23 forestays. (See Nr.4 rigging).

The mast foot flat on the beam caused the beam to follow the



back- and forth movements of the mast when there is waves but no wind. Rounding the mastfoot helped.

4. RIGGING

Four times the mast came down, the reason being each time the failure of a stainless steel part. (shackle, hook, steel rope). Last month, sailing in a stronger wind, the forestay came down together with the jib into which it is incorporated (because of the jib roller.) The steel rope had broken where it goes around the mast top. The mast would have definitely come down again (in a choppy sea near a rocky coast) had I not put security forestays to each bow. They

hold the prolonged topmast when I put a top sail. (See Nr.5 sails). I replaced the broken piece of the forestay from the upper jibroller-swivel to the mast top by 4 mm spectra lashing.

Sometimes when I started out at F.3 the wind increased to F.6 and then I had a very insecure feeling because of my experiences that the mast can come down. So I doubled the shrouds. The additional shrouds received additional shroud lashing pads outside and counter pads inside the hullsides, a little bit forward of the original lashing pads. I also took off the shock cords that are supposed to keep the lashings under the 'halyard cleats' and fixed a piece of wood threading the lashing through.

I feel a lot safer after these changes, knowing that I have done my best to hold the mast up.

5. SAILS

As the jib was fitted with a (Hobie 16) jib roller the forestay can't have a lashing to pull it tight. This is done with the shroud lashings. The 2 additional forestays to the bows must be slacker than the centre one for better windward performance.

A purchase in the jib sheet seemed too complicated to handle, so I didn't fit it. If it is hard to pull the jib tighter, I just turn Hitia's nose into the wind and pull.

Only minor changes have to be made to turn the spritsail into a gaffsail. I also added a window, 2 battens and prepared the mainsail for two reefs. (That was not possible with the sprit).

This year I lengthened the topmast and filled the gap between topmast and gaff with a topsail of ap-

proximately 1,2 m Just for fun, in lighter winds. It fits very well and helps a little I think (it is hard to measure).

6. TRAMPOLINE

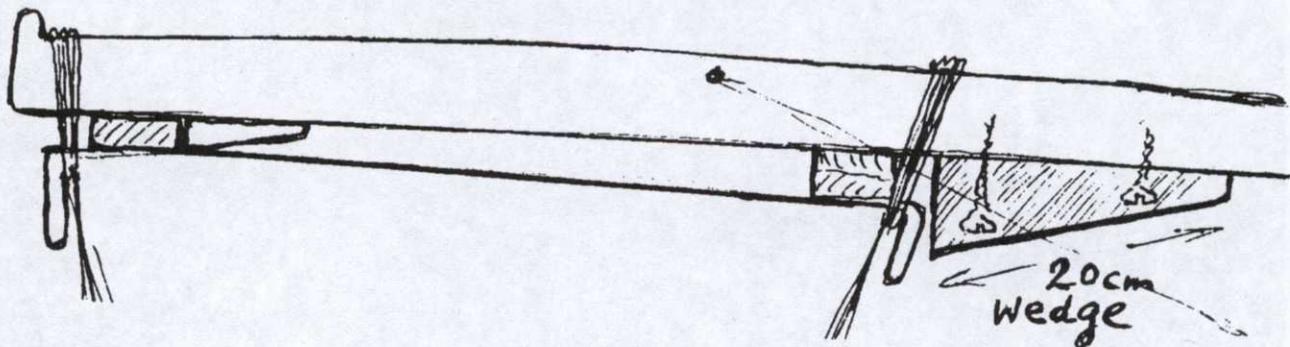
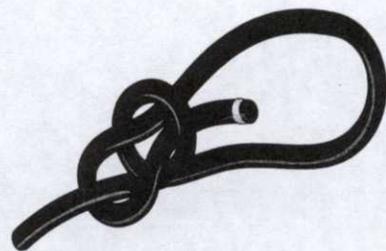
I made a new canvas trampoline with the positions of the holes changed and thick walled plastic water pipes sewn in for tightening. I put pockets for the halyards and belts to put the feet under.

Hitia 14 also got a canvas trampoline instead of the wooden one, saving 20 kg of weight, so that she now weighs 80 kg in total. She also received a 7 mm ply board, 15 cm wide, from beam to beam, just stuck in to make sitting on the hulls possible.

With all these changes both my Hitias have proved during many years of sailing in all kinds of weather that they are very easy to handle, safer than they were before and a pleasure to sail.

I may once more quote from Malcolm Kirke's letter: "Despite all these criticisms and alterations, I think Hitia 17 basically a very good boat, seaworthy and well deserving spending time on improvements!"

I certainly agree.



Queensland Cat Corners

Perfect Paradise By Alex Milne

A couple of weeks ago, our youngest daughter Kirsty arrived home from a year's working and travelling in the U.K. and Europe, with Scots boyfriend in tow. After spending a week with number one daughter in Brisbane, they came up to Gladstone for a week's stay with us.

Callum had just left the coldest Scottish winter in decades, to arrive in Queensland and greet the hottest summer we've had in the same period. Needless to say, he felt the heat more than a little, washed out and covered in prickly heat rash. I could sympathise with him, though in the opposite direction. I start to shiver when the temperature plummets to about 26 degrees Celsius.

Lynne and I decided to take Kirsty and Callum for a sailing and camping tour around the area for a couple of days. So when my days off arrived, for once coinciding with

fine weather and light winds, we loaded our Hitia 17, "JODI," with food, water, and a minimum of camping gear, and motored towards the Boyne River mouth and adventure.

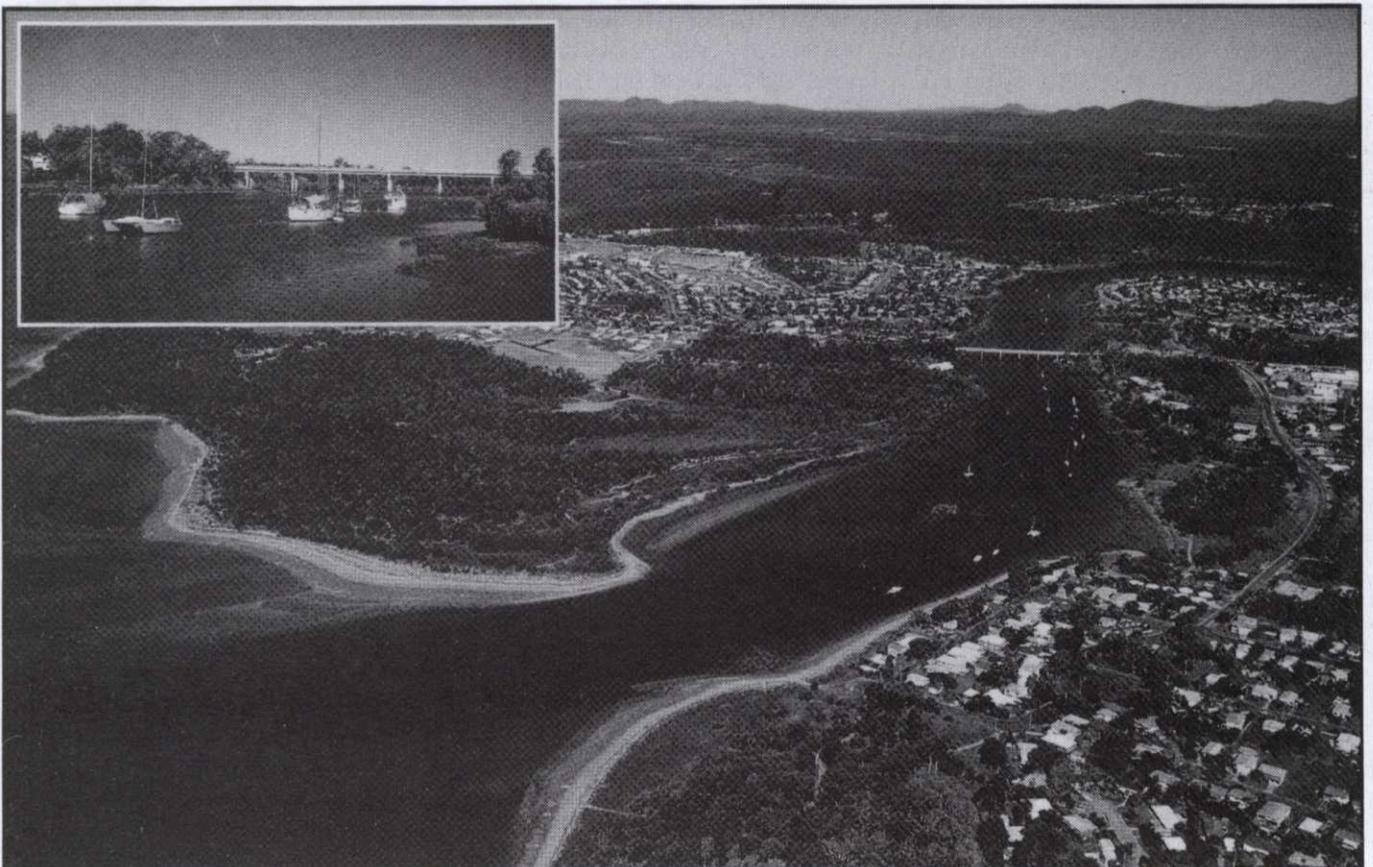
The weather bureau's promise of light winds in the morning proved all too true. The only breeze we had was created by the Suzuki 2 horse pushing us along at about 4 knots on the incoming tide. After the recent storms, the green hills of Facing Island on our right, with its white sand beaches, areas of mangroves and dark, rocky shelves provided a pleasant backdrop to the bright blue of the water.

We all kept our eyes peeled hoping to see turtles, dolphins or dugong, and give Callum a close look at our local wildlife. We didn't come across any for a while, though the sight of a couple of ospreys was a worthwhile event. We have several pairs nesting at various points around the harbour, usually on the tops of the navigation beacons. Very convenient for

the ospreys, these beacons, as otherwise they would have to nest in deep, round holes in the water.

After rounding Bushy Islet, and getting closer to our planned lunchtime anchorage, a couple of turtles poked their heads above the shining, sky-blue surface. They were shy, though, and a bit too quick for Callum to see. We took the risk of sailing straight over Pelican Banks, as by now the tide was well into the flood. I felt it was a risk, at least, because I've ploughed most of the Banks with the skegs at one time or another. Callum took over the steering about now, no problem for an ex-coxswain of the RN. Once we got closer to 'The Oaks', our destination near the north end of Facing Island, I took over once more, as there is a lot of coral around this area, and we needed to thread our way through the reefs to the beach.

Once anchored, everyone, including yours truly, decided it was time for a swim. Callum was the only one with a snorkel and goggles,



and willingly shared them around so we could view the underwater sights. This was a completely new game to Lynne and me, and to Kirsty also, it seems. Lynne and I enjoyed it so much that a few days later we bought snorkeling gear of our own.

While swimming next to the boat, Callum looked around at the blue water, the white sand, the boat and the surrounding view in general.

"This is what it's all about, isn't it?" he said.

"What do you mean, Callum?" asked Lynne.

"Well, you sail over here on your own boat, the water's warm, you anchor, go for a swim. It's, it's, it's it's perfect!"
 Yep, and just perfect enough for the rest of us too, Callum.

By now it was time for lunch, so we took a short walk to the top of the beach with armfuls of food and drink. There in the shade of a shelter with picnic table, we filled rum-

bling bellies. Then a walk to the other side of the island to look at the open ocean, before going back to the boat and enjoying another swim.

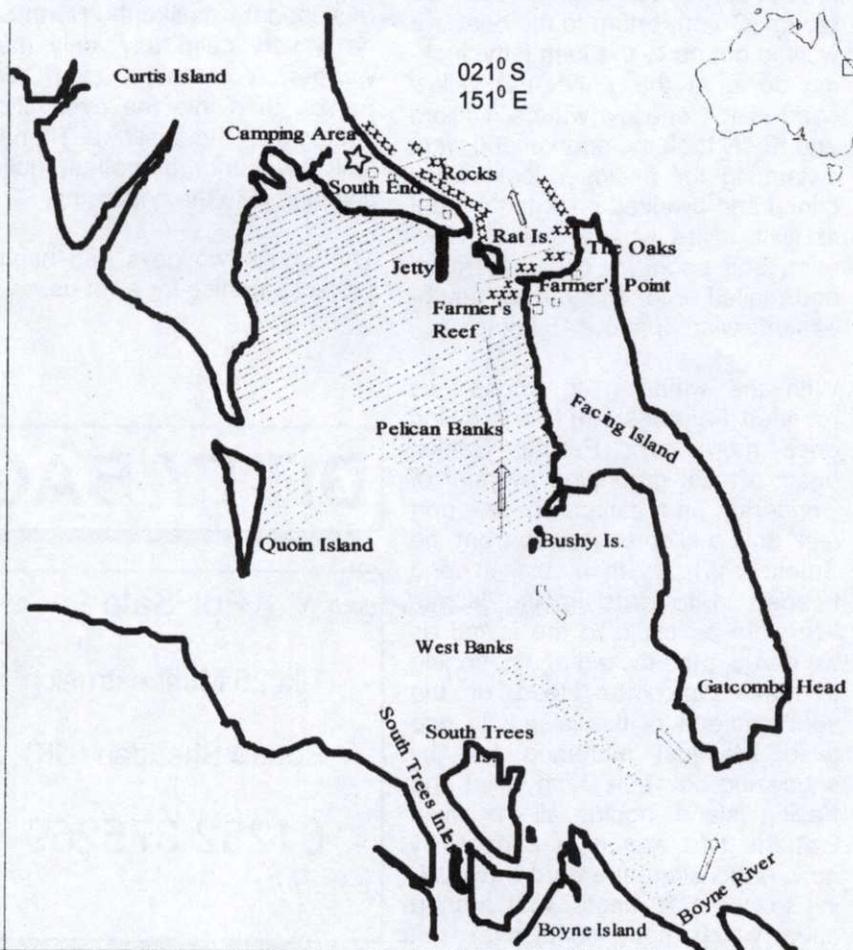
It was about 2 pm now, and the wind had at last started to blow. On a 10 knot northeasterly we threaded our way under sail out of the coral, and into the main north channel. Then heading north between Rat Island and the reefs of Facing Island, we headed out to open water. Once out far enough, we turned and ran parallel to the north coast of Curtis Island, where we planned to camp for the night. We had to be a bit careful here, as a lot of this coast has rocks, along and just out from the beach, and we planned to land at high tide, hoping to sail over the tops of the said hard things. As we got closer, sailing south now towards the beach, I dropped all sail, Lynne steered, and Callum poked one of our paddles over the side to test the depth. The wind blew us gently landwards, until Callum's paddle touched bottom, and I jumped over to stop the boat from hitting the rocks. We towed "JODI" in, and

Callum and I held her while Lynne and Kirsty walked over the sand dunes to check out the campsite. It turned out to be a windfall. Shelter shed, rainwater tank, and gas barbecues. If this is roughing it, then I'm all for it.

After transporting our gear up the few hundred metres to the campsite, we thought we might walk to Capricorn Lodge for a cold drink. We were devastated when we found that the Lodge shop only opens from 9 am to 11 am daily, and it was now almost 5 o'clock. Callum and I looked at each other in dismay. No beer! So it was back to camp for cold water from our frozen milk bottles, and cups of tea.

Soon we were cooking our evening repast on the gas barbies. Small problem. After 10 minutes or so, they go out, not to light again for another half hour. So it was a continuous shuffle from one barbie to the other, except when both decided not to work in unison. About this time an angel appeared in the guise of Pauline, a friend of Lynne's and mine. It just so happened that Pauline had some home-brew chilling in the 'fridge, and was all for coming over later for a yarn, and was very willing to share her amber fluid. Oh, joy!

An hour or so later, an enjoyable supper was finally over and done with, along with a few bottles of Pauline's Powerful Home-brew. Pauline's dog Beau took care of the scraps, then we took a walk along the beach. We were hoping to see some turtles nesting, as this area is renowned locally as a turtle nursery. However we were nearing the end of the season, and saw none at all. The three and a half mile walk by starlight up to the lagoon was very enjoyable, even so. Examining shells by torchlight was a novel experience for all of us. The walk back to camp took us up to bed time, where we should have slept like a stack of logs, on Pauline's mattresses. We all slept for only a couple of hours, unfortunately, except for lucky Callum, who didn't sleep at all. He states emphatically that our Queensland sandflies are exactly the same as the midges that inhabit bonny Scotland. So between the sand-





Jodi ready to set off to her cruising ground.

flies, mosquitoes, and ants, not to mention the heavy rain, we had a rather restless night. Then at high tide, which was at 4 am or near enough, it was time to check that the boat wasn't going to leave us stranded, so Callum and I walked to the beach and dragged "JODI" out to deeper water, and re-anchored. Down came more rain, and it was cold! The sea was warm however, so we crouched in the briny up to our necks, and waited till the shower passed.

After a breakfast of bacon, eggs, black pudding and toast, and moving the boat out with the tide several times, we got the gear packed. We were ready to feel our way out between a veritable field of rock reef just before low tide. Which was great, as we could see most of the rocks that were under water on our sail in, but not so great because there were a lot of sharp objects just under the surface. We got out safely however, under motor power, then set sail into a 10 knot easterly. Oh, horror! I'd thrown the anchor and chain on top of the jib sheet. A mad scramble to untangle the mess, but no harm done. Glad it was only 10 knots of wind. That's the sort of thing that can happen when you're tired. Well, that's my story, and I'm sticking to it.

We had a pleasant sail back through the entrance between Rat and Facing Islands, and keeping to the channels, sailed to the jetty at

South End, which is the southern end of Curtis Island. Here we anchored ashore, close by the jetty. We couldn't tie to the jetty because of the barnacles, and we have no fenders. One of the prices we pay for sailing a small boat, and saving weight. We cadged a lift with Pauline, who drove us to the Lodge for welcome cold drinks and ice cream. On our return to the boat, we walked out on to the long jetty, looking down at the white and yellow coral in the shallow waters. Callum and Kirsty took the snorkel and went swimming for a closer look, while Lynne and I walked back to the boat to wait. Time was a-wasting however, and soon we called them in, and sailed into a by now southeasterly wind of about 15 knots.

With the wind on the nose, we rounded Farmer's Reef, and sailed once more over Pelican Banks, again without grounding (wonder of wonders), and sailed on the port tack until a kilometre or so from the Smelter Wharf, then tacked and headed in towards Facing Island. We went as close to the island as we dared, then tacked again, hoping to make Gatcombe Head, on the southern end of the island, in one tack. We just managed this by squeezing between Bushy Islet and Facing Island, hoping all the while that the tide was high enough by now. At this stage the wind was gusting to about 18 knots, with a short chop, which made conditions a bit damp. But I was alright, thanks, in

the helming position behind wife and number four daughter. We made it to the camping ground in time for a belated lunch about 2 pm

After lunch, it was time for the last leg, about 5 miles across the harbour to the mouth of the Boyne River, and home. By now the tide was nearing full, and the wind had grown to a more or less steady 18 knots, if my judgement is correct, which it quite often isn't. But I don't let it get me down. The sea had grown quite lumpy, with lots of whitecaps. I put Kirsty and Lynne on the uphill side with me, but the lee hull still bogged down with only Callum on it, so got him to move over with us too. Some people would call this cosy, but on a 17 foot boat, I call it crowded. The poor boat was slightly overloaded with four of us plus camping gear, and didn't rise to the waves as per normal. It was good fun though, going through some of the waves rather than over, and everyone seemed to think waist deep white water from one end to the other was hilarious. It was sort of like white-water rafting *under* the rapids instead of the other. Callum reckoned it was like the North Sea on a very calm day, only much warmer. We sailed over West Banks, then into the river, short-cutting over the shallows. Then the last few hundred metres, quietly coasting in to the boat ramp.

The whole two days had been a perfect paradise for all of us.

DITTY BAG

For Sale

Tiki 26 Mast extrusion

Robert Sheridan (UK)

01252 375269

HAVAIKI ~ Narai Mk4 Refit

*Dave Irving and Lena Ljungqvist
Plymouth, UK.*

Our Narai Mk 4, Havaiki, was launched in 1986, and 10 years later she had never been out of the water, apart from drying out to scrub off the bottom, so she was well due for a refit.

We knew the beams would have to come out in order to maintain the beam boxes and beam bolts. This gave us the idea to put into practice two ideas we had been mulling over for a long time - make longer beams and glass them rigidly to the hulls. The thinking behind this is that we get a lot of wave interference between the hulls which seems to slow her down. I have



Inside Beam Connection

read that the ideal distance between the hull centrelines on a catamaran is half the waterline length. A quick calculation showed that we would have to increase the length of the beams by about 4 feet to get to this ratio. I picked on 5 metres as being a nice round figure for the new distance between the hull centrelines and then started agonising over this being perhaps too much. Relief came when Steve Turner showed me the drawing for

a set of Pahi 42 beams he was making. The centreline spacing was 16 feet or 4.880 metres, which was just 5 inches less than our 5 metres, so we were definitely on the right track.

If you make the beams longer then you must make them stronger, and the connections to the hulls must also be stronger. This rules out solid laminated wood for the new beams as they would then be too heavy. On the Pahi 31 there is an option to make longer beams, increasing the centreline spacing from 10 feet to 11' 6". The extra strength is gained by adding one lamination of timber. The problem is that the extra weight of this, plus the extra weight of the longer beams cancels out some of the benefit of the increase in beam.

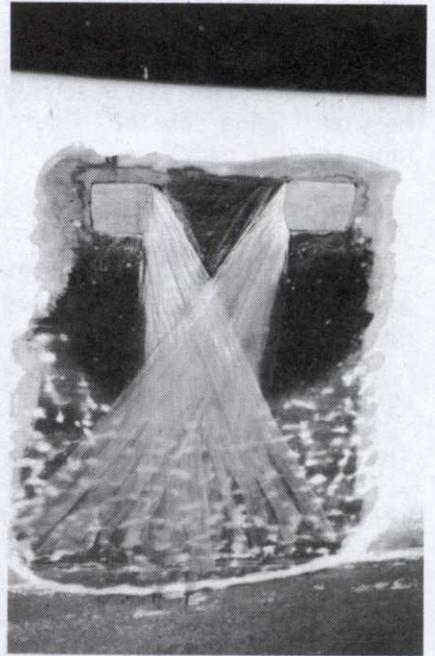
We decided to go for hollow box section beams with 12 mm plywood sides and 20 mm Douglas fir top and bottom. This is reinforced with 12 layers of 500 grams per square metre uni-directional glass top and bottom and the whole lot is wrapped in 3 layers of 600 gram glass at +/- 45 degrees, all laminated in epoxy resin. These beams worked out at a few kilos lighter than the original beams, being longer and (we hope) stronger. I hassled my former employer, Phil Morrison, to check the calculations and he didn't find any glaring mistakes!

We also wanted to glass the beams to the hulls and thus do away with the flexible connections. We had noticed the Pahi 42 'Tirla' had done this. I think the flexible connections are a good idea if you only have timber, resorcinol glue, and bolts, which was the case in 1958. However with uni-directional glass and epoxy resin, you can spread the loads by fanning out the glass on the hulls, and make the connections stronger. Making the connections rigid makes it possible to close off the beam boxes, which are always a maintenance headache. There is still some flexibility because the beams themselves bend and the hulls twist.

We used glass roving for the connections, 1200 tex, draped over the beams and fanning out 1 metre onto the hull sides. We made up bundles of 20 rovings, 2 metres long, and used 30 bundles on the inside and 22 on the outside connections, and covered the whole lot with one layer of 600 gram biax glass.

The other alterations planned are:
Making the bows sharp.
Reducing the size of the skegs to Tiki proportions.
Fairing the rudders and skegs to an aerofoil shape.
Closing off the gap between the rudders and skegs.

Work is progressing fairly well (Feb



Outside Beam Connection

98) if a bit behind schedule. There has been more maintenance work to do on the cabin sides than we thought. On this point we have some good advice to any new builders, and it has nothing to do with longer beams: don't use joinery pine. Save up and buy some Douglas fir.

Austria Summer Meet '98

1998 Austrian Wharram PCA Boat Rally report.

by Gerald Winkler

At the last meetings we heard the wish for more sailing. In order to satisfy also the different demands of Wharram sailors and builders we planned for various events over three days instead of one. The meeting took place in June 1998, as usual at the Neusiedlersee. Weather gods were with us; we enjoyed fair winds and nice summer temperatures.

EARLY BIRD MEETING

On Friday afternoon, after assembling of the visitor trailer boats in Podersdorf was completed, six Tikis sailed to the lovely Bauminssel for an overnight anchorage. After a colourful sunset it was a long evening and can be described best as 'Vienna cake and Frankfurter sausage night'.

BOAT RALLY

On Saturday morning we met with the other cats for a two stage boat rally, with a lunch raftup in between at the Ruster Schoppen, a southern island of the lake.

The leg south was a reach and was won by Gerhard Bobretzky with his TANE, an older design having a longer waterline as the 26's. She is equipped with a modern bi-radial genoa and a fully battened main sail (and by a 'good start'). Second arrived the Schröders with their Tiki 26 TWO HUSKIES. We came in third with our slightly loaded GRP Tiki 26 KANANASKIS. When Pahi 26 AQUARIUS (Tiki rigged) was coming closer I set our 33m2 blister in order to compensate for the weight. The Pahi was sailed single handed and total empty (not even a pillow) and had once during the race a hull lifted out of the water. Helmut Rieder (Tiki 26 AURA) stated that AQUARIUS may lack a bit of the expected stability, because her Tiki rigs centre of effort is higher and her beam is narrower than that of a Tiki 26 (but AQUAR-





IUS did very well in a Bora (storm) in the Adriatic). Quite a few boats used their chutes. But due to permanent wind changes they needed very close attention and only if properly trimmed they increased boat speed, otherwise they proved to be a disadvantage.

Racing back north all the Wharram catamarans were running close hauled. It was interesting to watch, how the different boats and rigs performed to windward. This leg was won by AQUARIUS (Tiki rig) followed by Helmut Bayerls Pahi 26 MANIHI (classic rig and genoa), pointing higher than AQUARIUS. Again, we came in third and our strategy of higher boat speed with eased sheets (our sails are vertically cut) paid off against the other close hauled Tikis. Analysis of our GPS-track data showed later all the slight wind changes and that KAN-ANASKIS's tacking angles were around 100 degrees. Interesting that Tiki 21 ANCHI'IO which came in fourth, showed excellent windward performance despite her roller reefing jib (smaller jib). Some Tikis were sailed to windward with tacking angles of 85 – 90 degrees! Otto Urbanek, an experienced dinghy racer found himself not in the

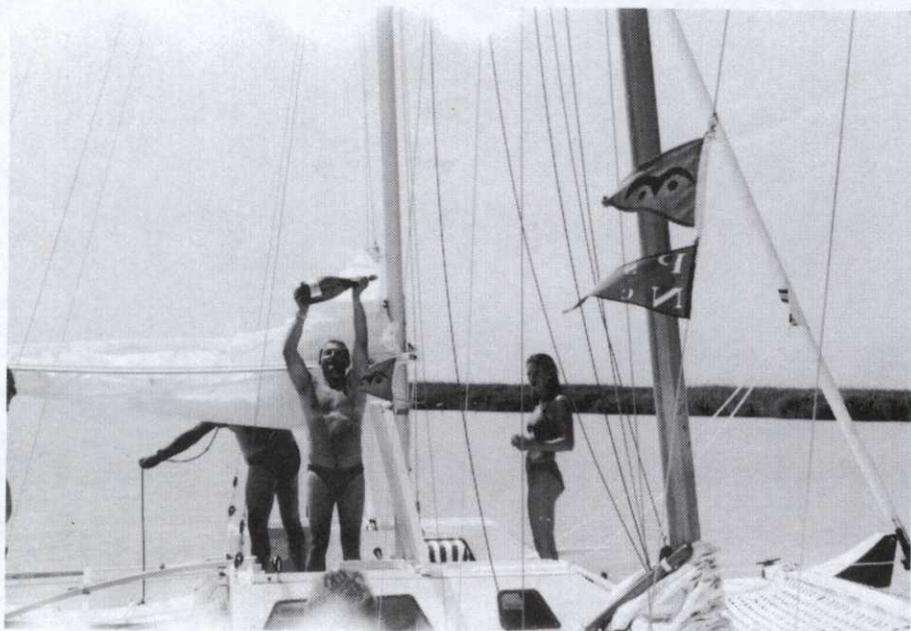
leading pack with his nicely refitted Tiki 21, because of his old worn out jib. This shows again that the cut of the sail is more important than the size. Interesting to note, that all the winners were single handers, the second had two on board and the third three!

SOCIAL MEET

Upon return the Wharram catamaran fleet proceeded through a reed channel to the Neusiedl-Bad Restaurant harbour. This cosy little basin finally filled up with 13 Whar-

ram trailer catamarans (five Tiki 26, five Tiki 21, two Pahi 26 and one Tane). At the restaurant we joined the not (yet) sailing folks. Lots of new faces here from Germany, Switzerland and Austria. Quite unique the veranda of the restaurant, towering 6 meter above the water. From here you could watch the rest of the fleet coming in (of course the wind has died in the late afternoon) and have a bird's view of the boats. Lots of stories and pictures were around of the various building projects e.g. A Tiki 21 is currently get-





ting converted to a trimaran, one hull as the main, the other was sliced into two pieces and used as the amas. We shall see her soon on the water. News from Peter Miccan, he has sold his Pahi 63. The Pahi hulls are currently being transformed into a 'Tiki shape' to increase interior volume. The Zimmermann's are close to finish their Tiki 30 project. The plans were very carefully thought through during building in co-operation with JWD, resulting in a bug and how to do better list. Meinhard Koch is building his THIRD Wharram at the moment (Tiki 38 after a Hitia 17 and Tiki 26), leaving the question: which next?

The location of the meeting turned out to be perfect, because of good access from the lake and town, good facilities and the excellent food. More than 50 Wharram enthusiasts enjoyed this evening. Later, the PCA prizes were awarded. I was told more than at the UK meet, thank you Scott for this bilateral gesture. Big applause when the PCA Tshirts and burgees went to the race winners and to Willi and Gordon Voß, who trailed their Tiki 21 COOL RUNNINGS the long way from Berlin (Germany) to the meeting.

FLEET SAIL

Sunday morning saw the crowd getting up rather slow. But finally we managed to negotiate the reed channel. Not without some bumps (remember O.U.?). We headed west for a fleet or better crowd sail to the Breitenbrunn Bay for the final raftup. This also gave some of the visitors the opportunity to sail for the first time on a Wharram. The raftup was crowned by the champagne from Helmut Bayerl, who combined this event with the christening party of his Pahi 26 MANIHI. She was built according to plans, only the cabin roofs were raised, without disturbing her nice appearance.

I guess that this meeting was a success and as somebody stated that "this was really The Wharram Event in Austria so far..". Most likely we will have something similar next year again in June. Check with your PCA yearbook.

Cookie ~ the facts

Rory MacDougal

Some of Cookie's lesser known statistics

Hulls – GRP from Steve Turner.

Decks, - cabins, bulkheads etc. 3 veneer marine ply.

Epoxy used - S.P. Systems.

Building time – 8 months (2 people).

Mast adapted flagpole anodised 4" diameter 3mm wall thickness.

Sails – working suit by Westaway Sails

Mainsail with 2 reefs

Working jib with 50 % reef

– Spinnaker – Symmetrical by North Sails

– Additions from NZ – Storm jib, trysail, drifter genoa.

– **Main Anchor** – 15lb. CQR, 10 M. chain, 80 M warp.

– **Kedges** – 10lb Danforth, 10lb Fisherman.

Navigation – Davis mk.15 plastic sextant, (replaced mirrors halfway)
Radio direction finder – Thrown away!

Wasp trailing log – Thrown away!

– Hand bearing compass – Kept going swimming – used a £5 orienteering compass in the end!

80 charts used in total – mainly photocopied.

Sailing conditions

Days downwind - 106.5

Days beam reach - 70.5

Days to windward – 90.5

Days becalmed – 28

Days lying ahull – 9

Days towing a drogue – 1

Days on sea anchor – 2

Days heaved to - 1.5

Total days at sea – 309 = 44.14 weeks

Total sea miles – 28,000

Average daily mileage – 90.6 (Calms and storms included)

Av. speed – 3.77 knots

Average daily mileage – 104.6

(Excluding calms and storms)

Av. Speed – 4.36 knots

Best days run – 176 miles under

windvane, 210 miles hand steered.

Worst days run – 30 miles backwards!

Countries visited 27

Money spent while cruising -

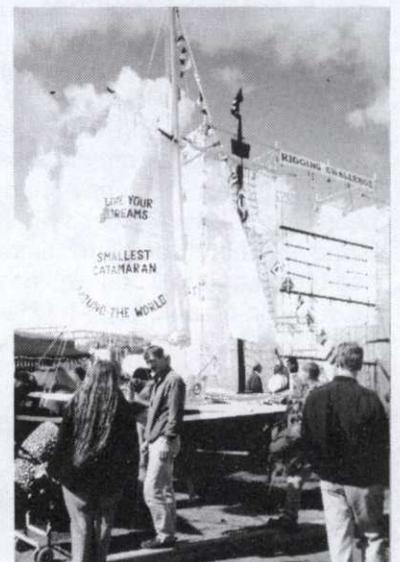
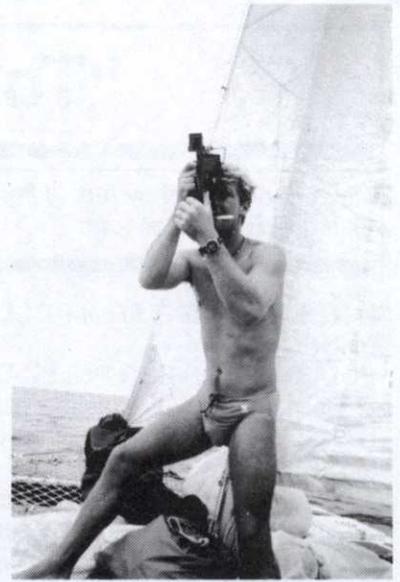
£3,760.00

Total cost of N.Z. refit / upgrade - £1,300.00. this includes: New - deck tent, cooker, battery, solar panel, gas bottles, paint, epoxy, Genoa, storm sails, trampoline, Avon dinghy, fire extinguisher, fireblanket, sleeping bag, Thermarest mattress, foul weather gear, vhf, epirb and cabin lights.

TOP TIPS!

1. Two part polyurethane paint (Hempels) Cookies decks still good after 6.5 years, mainly tropical sun!
2. I used over 50% microfibre for Cookies epoxy fillets, this gave great structural strength. Not a even hairline crack or wood shake in any of the beams.
3. Get beam lashings as tight as possible, there is enough flexibility in the rope whatever the tension, this will help you get good rig tension.
4. Have a very strong peak halyard system, so you can sweat heaps of tension on the gaff for windward work. YES it is possible to have a tight leach on a Tiki rig!
5. A strong, well cut suit of sails always improves a boat's seaworthiness, not to mention the owner's enjoyment of efficient sailing, I cannot recommend Westaway Sails of Ivybridge highly enough.
6. Never tow a bloody dinghy!
7. If its warm enough try body surfing behind your Tiki!
8. Plastic garden chairs with the legs cut off make excellent deck chairs for small Tikis.
9. Don't poo in a bucket down below in a force 9!
10. Fit keel strips for beaching, takes all the wear and tear, not to mention the 5 times I inadvertently went aground.
11. Just finish building the bloody thing and enjoy voyaging Polynesian style!

Right: Rory & Cookie at 1998 Southampon Boat Show



"Touch Wood" ~ Tiki 38

Dave Barker, sent by e-mail from;
Darbar@BTinternet.com

HINTS AND TIPS FROM DOUG. PHURGH.

POLYTUNNELS FOR POLYCATS

A Polytunnel is a "plastic greenhouse". It is a cheap way of providing a sizeable workshop. Mine is 45ft x 14ft. and cost £500 new. Because these buildings are semi-circular in cross-section the height is half the width so 14ft. wide means 7ft. headroom. This is not sufficient for my needs but extra headroom can be created by fixing the polytunnel on top of a simple fence and battening the plastic cover to the top fence rail. Including the cost of the fence and a wooden floor my workshop cost around £1000 and could probably have been made more cheaply. A Polytunnel IS a greenhouse and will be VERY HOT in the summer and VERY COLD in the winter. One way to deal with this is to work hard during the summer months without a break and then, when the cold weather starts, cool off with a nice cold shower provided by the condensation falling from the roof. It can be very damp in a poly-tunnel in winter because the plastic inside is as cold as the outside so condensation forms as soon as you generate moisture, for example by working hard or heating the workshop with a gas fire. If your timber is stored in the polytunnel, take my advice and invest in a good moisture-meter so that you can monitor the moisture content of your douglas fir and plywood. However, before doing this for the first time, have ready a strong chair and a bottle of good whiskey. I nearly had a heart-attack last winter when I found out how damp my timbers had become - the wood was nearly as bad with readings of 14-17% for the fir and 16-20% for the plywood. Ideally, the moisture content should be below 12%!

As I've already indicated, heating a polytunnel is tricky. I have insulated mine by having two covers with UV proof bubble wrap be-

tween them.

This has helped to reduce condensation by a small but noticeable amount.

(A further benefit has been a reduction in the temperature in summer - it doesn't seem to go much above 40deg.C now!) In cold weather any direct heating using fossil fuel produces high levels of humidity resulting in condensation. Dry heat, in the form of electric heating or an indirect system, appears to be an expensive option in terms of running costs and/or

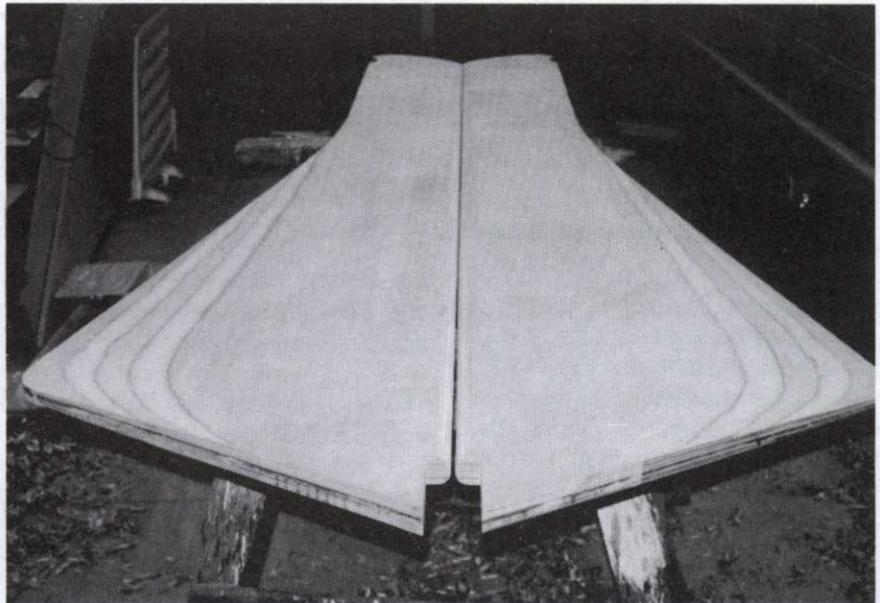
capital outlay. Next winter I intend using low (relatively) wattage electric convector heaters continually in an effort to maintain a background warmth. Hopefully this will keep the inside surface of the tunnel warmer thereby reducing condensation.

Epoxy resin requires a working temperature of 10deg.C. or more and low relative humidity. Assuming that humidity levels are under control (more of this later) another difficulty can be the temperature gradient. I have found that when



the temperature at head height is 20deg.C. it can be as low as 5deg. at floor level. Also, the floor itself can very cold so assembling items such as a hull backbone should only be undertaken when conditions permit. Having said all this, I still think a polytunnel is a good, relatively cheap option, especially if you can erect it in your own garden.

I have to say I am very fortunate in having a wife who takes a keen interest in the boat. Last winter I had ALL the parts pre-cut for the bottom part of both hulls stored in the house to keep them nice and dry and warm and it was her idea! Mind you, it's damn cold sleeping in the poly-tunnel!



MAJOR GLUE FAILURE

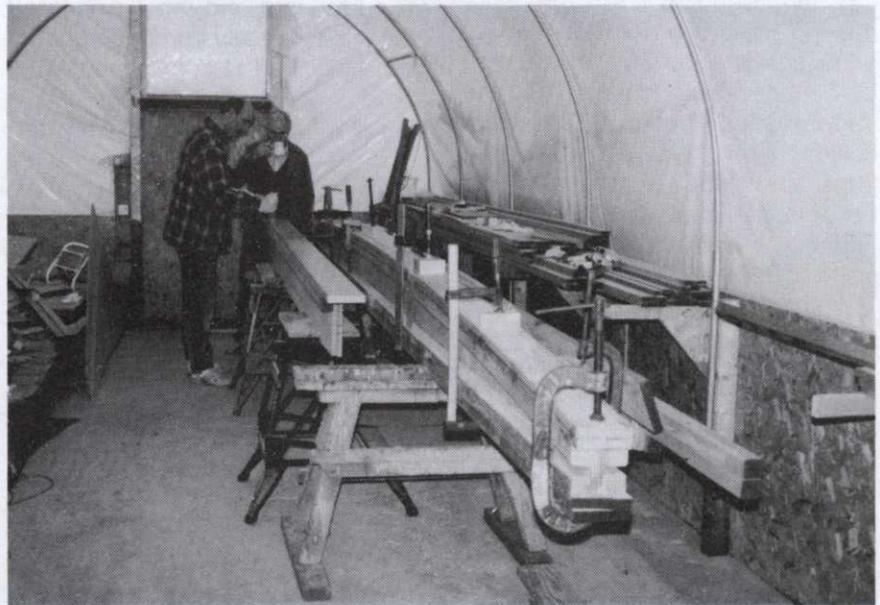
I kept the project turning over during last winter by making items such as beams, rudders and tillers, that can be assembled off the floor on trestles.

I used a propane powered space heater to get the temperature up above 10deg.C. and kept the epoxy resin indoors (see keen wife bit above) until ready to use it. The wood was stored on trestles under plastic sheets with low electric heat underneath. Before gluing, the surfaces were prepared and also warmed with a hot-air gun. After gluing, the plastic sheets and heaters were placed back in position. Later, one of the main beams showed signs of delamination along one joint. With some effort I was able to split the beam apart along this joint for its entire length.

WHAT WENT WRONG?

A technical representative from Wessex Resins inspected the failed joint and quizzed me about working conditions and methods. It was evident that the thickened resin had not properly bonded to the primer coat and in many places appeared to have been totally squeezed out of the joint. It was concluded that the contributing factors to the failure were:

1. It was a cold day (outside temperature 3-5deg.C.) and the space-heater was used to raise the temperature to around 15 - 20 deg., therefore humidity levels inside the workshop were high. The wood was warm and both surfaces were heated with a hot-air gun be-



fore the primer coat of resin was applied. Because the beam is about 20ft. long it took some time to apply the primer coat and then prepare the thickened resin mix for gluing. Therefore, by the time the thickened mix was applied and the two surfaces brought together, the primer coat had begun to cure. High humidity exacerbates "Amine Blush", a waxy deposit on the surface of cured resin; in this case it is believed to have started to form before the thickened resin was applied thereby preventing a proper bond.

2. Insufficient microfibrils had been added to the thickened resin, ie. it was not thick enough, and therefore prone to being squeezed out of the joint. At the edges, only the primer coats remained. This was made worse by...

3. The plank being glued was slightly bowed across its width. This resulted in all the clamping pressure occurring at the edges and, due to insufficient/too thin a resin mix, little contact towards the centre of the plank.

Another question is, did I miscount the number of pumps? I don't think so but I can't prove it. There is no question about the quality of the resin, everything before and since has been fine. There is also no question about the technical support from Wessex Resins. Their representative returned a few days later and I helped him re-glue the beam. He spent nearly a whole day with me on that occasion and has also been a mine of information and suggestions.

TIKI 26 ~ FREYIA

Rupert Smith reports on his webbing strap beam lashings

Steve Turner asked me to report on my experiment using webbing straps with ratchet buckles instead of rope for the beam lashings on my Tiki 26. I have sailed her with this modification for two seasons. During this time she has been assembled and dismantled four times and conducted a number of long passages off the West coast of Scotland and in the Irish Sea.

A 25 mm stainless steel ratchet with a 25 mm webbing strap 1M long, breaking strain 500 KG was used for each lashing. A flat 35 mm webbing guard tube was cut to length and the strap threaded through it. The eight buckles (Part No. 01861-1-2m), straps and tube were purchased from Spanset Ltd, Telford Way, Middlewich, Cheshire. CW10 0HX, for less than £100.00.

I HAVE FOUND:

The tube guard achieved its purpose of reducing abrasion and preventing UV attack. I am confident that the straps will do for at least another season. In any event replacement webbing is not expensive.

The speed of assembly of the boat is much quicker than with rope lashings and retensioning the lashings is easy when afloat.

If the intention when making the boat is to use ratchet buckles from the outset, then the cheek lashing blocks on the hull sides should be the same width as the webbing

strap. In my case they are not and the strap does not lie flat or fair, which may yet prove to be a point of weakness. (Rupert's Tiki 26 is GRP, the lashing pads are slightly different from those on the Ply/epoxy boats, see sketch. Ed.)

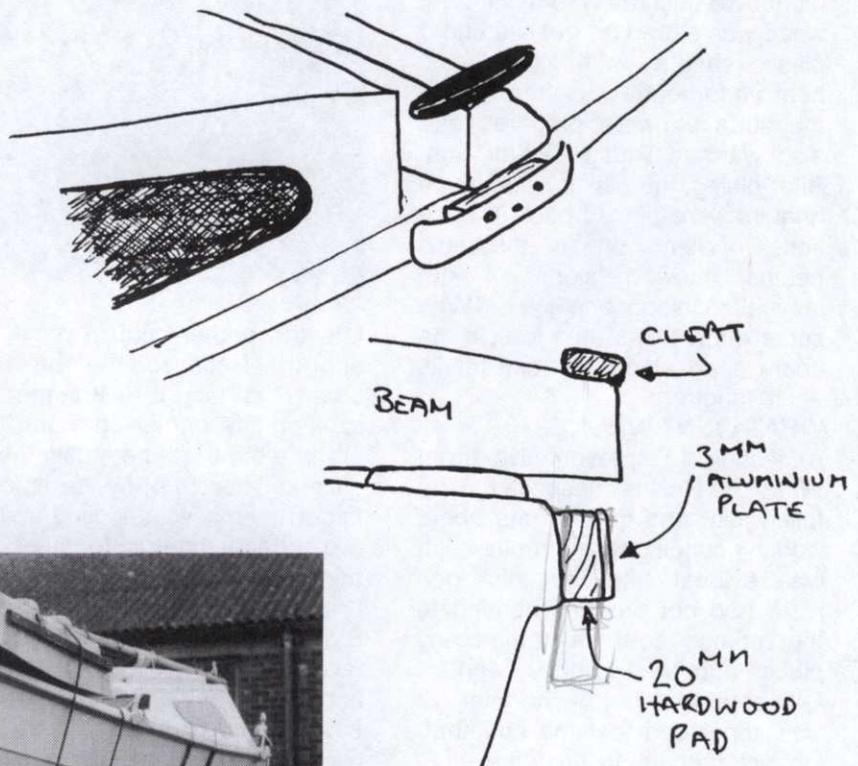
The buckles should all be seated on the underside of the cheekblock. The four outboard buckles should have their hinges facing forward, otherwise there is a tendency to snag things as one comes alongside. Of the inboard buckles, the forward ones should have their hinges facing forward and the aft ones aft, thus allowing easy purchase and access by lifting the cockpit seat when afloat.

I have found that one can overten-

sion these lashings and make the boat inflexible, which is in contradiction to what I understand to be a design criterion. I tension the straps to a point that I can no longer move them laterally, but can cause the edges to curl inward by 1/8 inch under pressure from my finger and thumb. When underway in anything of a sea I expect the inboard lashings to "talk to me". The noise being caused by the taut strap working against the hollow beam rather than a knocking or grinding noise caused by a lashing being to loose!

In sum, I have been pleased with this modification and recommend it. It would be particularly suitable for someone who trails his catamaran.

G.R.P. TIKI 26 BEAM LASHINGS



TANGAROA ~ FAOILEAG

Tony Perridge re-kindles an old flame!

She was a Mk 1 Tangaroa and she was for sale. Seen from the shore as she rode easily to the swell, she looked sleek and elegant. I have always thought that this was the loveliest boat that Jim ever designed, with the perfect combination of overhangs at bow and stern and the masts raking aft to give a lean and hungry look, a boat with a far away look in her eye.

As I rowed out to her it became more and more apparent that she was not in good condition. A few yards away from her, I stopped rowing and allowed the tide to take me slowly past. An air of neglect hung over her. Some sections of the bulwarks were missing and I could see where the sheathing had come away near the stern, exposing the plywood underneath. The rudder pintles were worn and rusty, allowing the rudders to thud from side to side as the boat moved to the swells. I came alongside, tied the dinghy painter to one of the shrouds and scrambled up onto the boat where a dismal sight met my eyes.

It was immediately obvious that a vast amount of work was going to be needed to bring this craft back into good condition. All

the paint was cracked and peeling, revealing weathered wood beneath. The slatted decks were covered with growths of lichens and there were patches of rot in some areas of the netting beams and main beams. The standing rigging hung slack and the running rigging was hard and ingrained with dirt and moss. The mooring chain had jumped out of its fairlead and had chewed partly through the forward netting beam.

Down below the same sad sights continued. Dark water slopped to and fro in the bilges and the interior was covered in areas of black mould, giving a dank smell. There was evidence of partly completed modifications using cheap ply, still unfinished and unpainted. It was a relief to go back up on deck, into the fresh, sea air. I spent a little more time aboard, securing the tillers and making sure that the mooring chain was secure before climbing down into the dinghy and rowing ashore.

Of course, I bought her, for how could I not, for she is

Faoileag, the boat that I built during four, long years in the early seventies. Twice in the intervening years I have lost the dream and sold her and now twice I have bought her back. The sadness that I felt when I saw how she had deteriorated was soon replaced with excitement as I felt the dream come alive again. As I was building her I had envisioned how I was going to cross oceans in the wake of my heroes, Marcel Bardieux, Jim Wharram (of course!) and Bernard Moitessier. I set out twice in Faoileag to sail to the Caribbean and both times I gave up in the southern Irish Sea and came back, beaten by chronic loneliness. But the Dream lives on, the Dream lives on.

So now the work begins. A labour of love to bring my boat back to life and then again to sail her and renew my understanding of her ways. Wharram cats are the sort of craft where you discover all the faults immediately, but then keep discovering their virtues for years. Faoileag fits me like a pair of old,

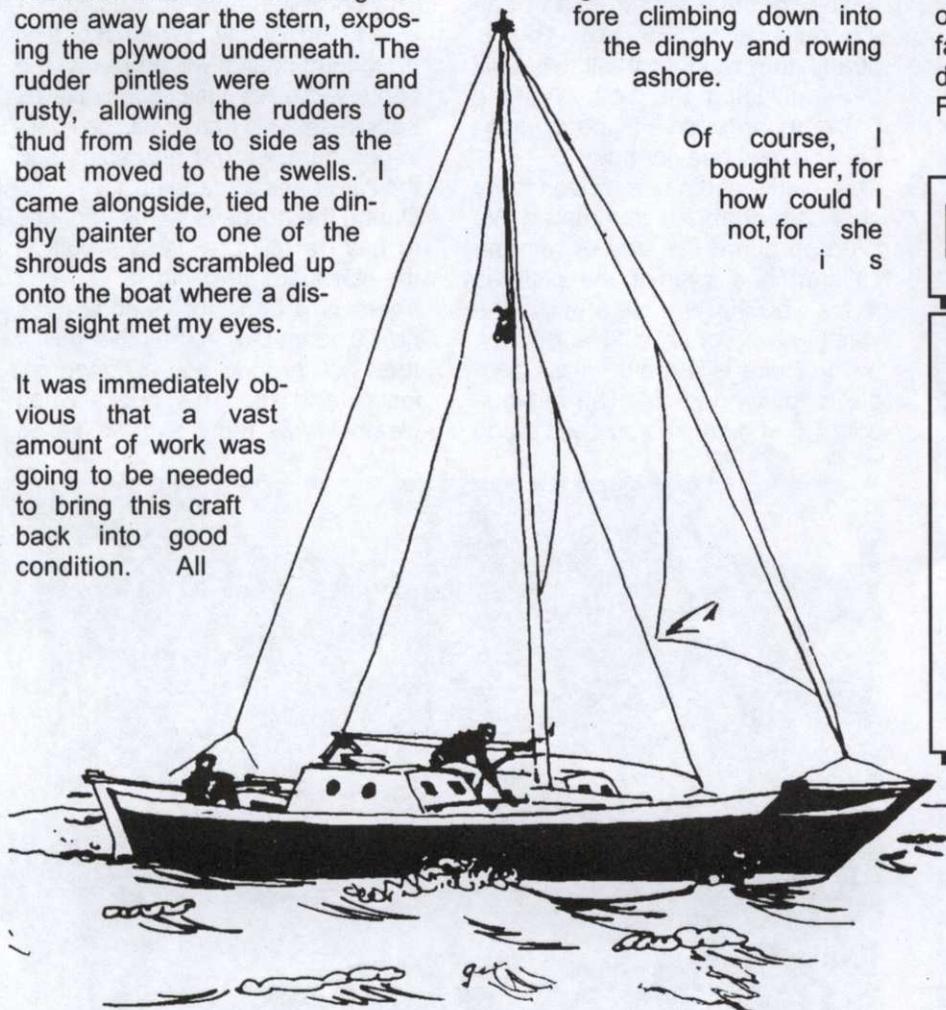
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Tangaroa ~ Rongotai

Modifications & Netherlands Cruise ~ by Udo Tegethof

Dear friends, as we reported in Mag. 31 we brought RONGOTAI to Vierlingsbeek, Netherlands, at the river Maas in August / September 1996. There we started to change her somewhat.

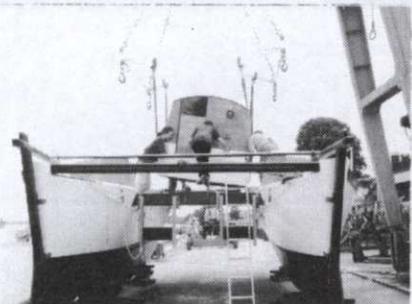
These pictures are from last summer and show her in a state of half of the changes that will happen. But she was ready to sail for the holidays. As you see we raised the decks at bow and stern to get more clearance from the water.



Now we don't get much water over the bow anymore when tacking through short, steep waves like in tidal streams or at IJsselmeer.



The most striking thing is the middle-cabin which is at the place where originally a Ducati diesel-engine had been. We built the cabin at home and transported it on a trailer to the boat. It was very exciting when the crane put it into place. But it fitted.



After the crane put RONGOTAI into the water we had a party on board.



in it. (Even so it looks nearly too high!) The table can be changed into a double bunk 1.9 m x 1.5 m.

We removed the original Ducati and its fastenings which were very heavy, together with the shaft and the rests about 350 kg. This is nearly the weight of all we built new, including the both Yamaha 9.9 outboards, so the boat hasn't become any heavier now.

The middle cabin has proven to be very comfortable this summer. We lived on board five weeks with the children and even if the pictures make you believe differently, the weather was often cold and rainy. Inside there is a table for six people to sit around (5). The cabin is only 1,5 m high, so you can't stand

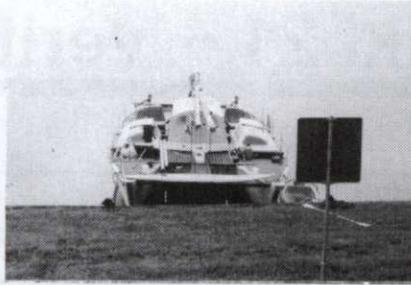
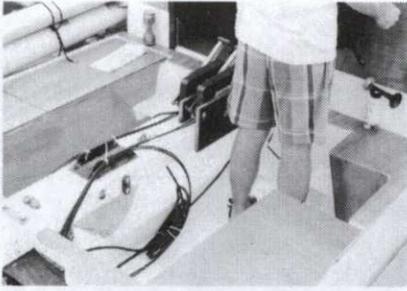
Altogether there are 7 bunks now.

The cockpit is also built using plywood and epoxy. When the new prolonged cabins will be ready, the seats will have their side-walls as back-rests. There will be passages between the aft cabins and the new ones at each hull.

During the holidays it was very fine to have a toilet, which we built in the starboard aft-cabin.

There is a bunk for Hendrik (he's now 9 years old) in the other hull. It is 1.70 m long and he often sat inside and read his books when weather was rainy and we sailed





Altogether we sailed about 500 NM and motored only very few. The outboards (Yamaha 4-stroke



9.9 hp) are very quiet and reliable. E.g. when we reached Borkum from the open sea there were wind against stream with short, steep waves of 1.5 m or so. The engines got a lot of water over them but

they never failed. Just starting is a bit difficult with these '96 models. A sailor of a light-weight catamaran, whom we met at Ameland, also had problems with his ones. He told me to open the throttle three times before starting. That helped.

The Anti-cavitation-plates are 20 cm below water line and this seems to be deep enough, the screws got no air in wave troughs. With the changes we gave up the principle of an open-deck catamaran. But for us it is much easier to have some more space under deck, particularly with the children, and within our climate. The open deck may have more advantages in the tropics. What we kept is the principle of independent hulls. We still can dismantle them and in the water they can still move in their fittings. The middle-cabin looks much better now, because the cabins over the hulls are lengthened from the first beam to the last. They come 10 cm higher than the old ones and are much closer to the middle cabin.

At the side there is a 30 cm wide way. You are able to go from front to stern without climbing over



beams or catching yourself with shrouds etc. It is important in locks to go with a line in hand from stern to bow without any obstacles. Last winter was very warm in Germany. Good for working on the boat. We built the new cabins over the hulls and hope to be ready in June. During summer holidays we want to sail along the south coast to Millbrook. We hope to show RONGOTA at the annual meeting, but will have time only on the first days of August.

through the banks of the Frisian Islands or over the open sea. For the holidays we started at Vierlingsbeek at the river Maas between Venlo and Nijmegen, went



through a chanel to the river Rhein (which is called Waal there), sailed down the IJssel. There are nice lakes to spend the night and for bathing. At Kampen we raised the masts.

Then we crossed IJsselmeer into the 'Waddenzee' and visited the islands Terschelling, Ameland, Schiermonikoog, Borkum, Juist, Norderney and Baltrum. Some of them three times, according to the wind. In particular we loved to stay on a beach close to an island and visited it when the water went off. There were many seals.

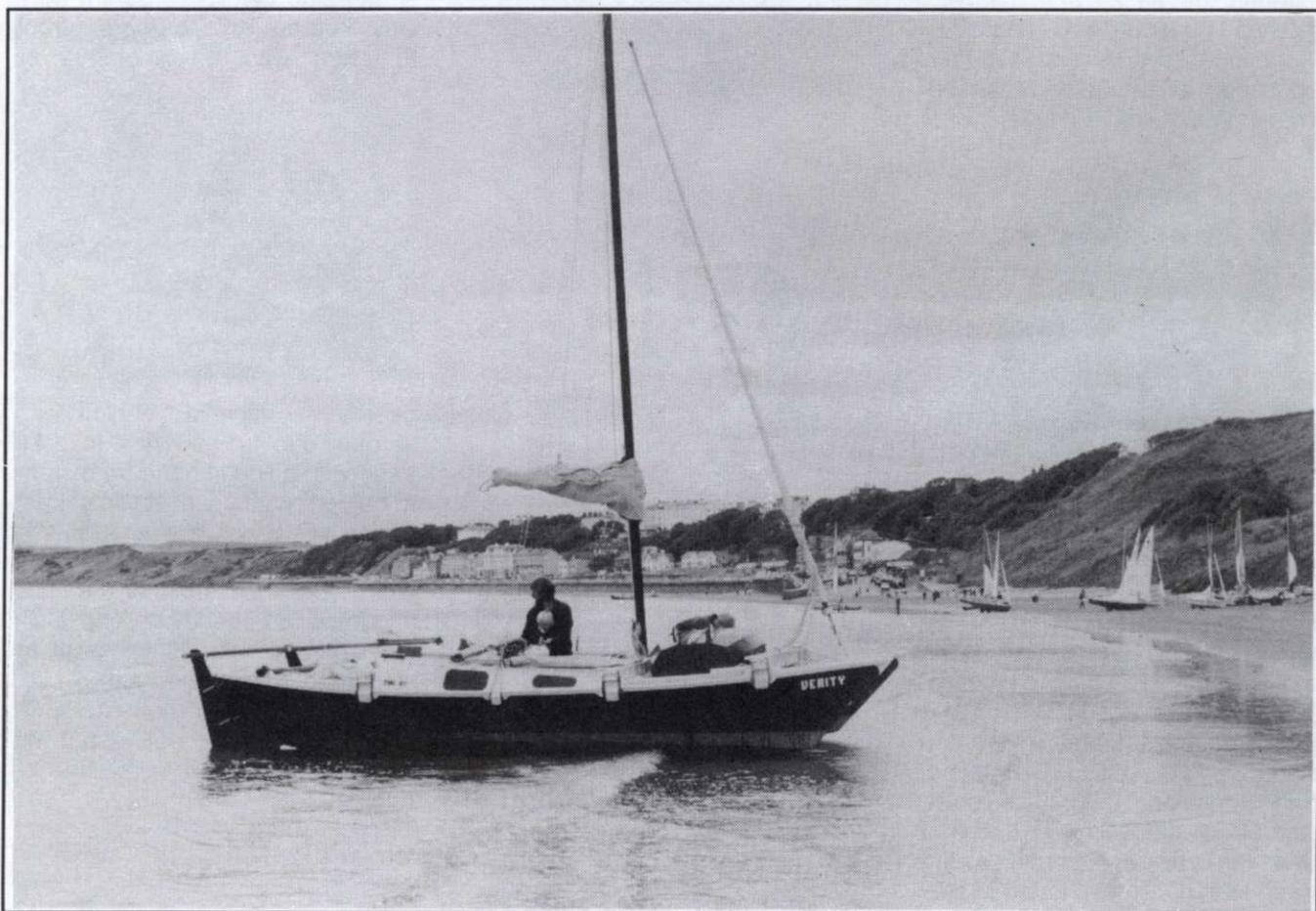
Tiki 21 ~ Verity

*North-East UK Meet & Summer
cruise by Helen & John Cartwright*

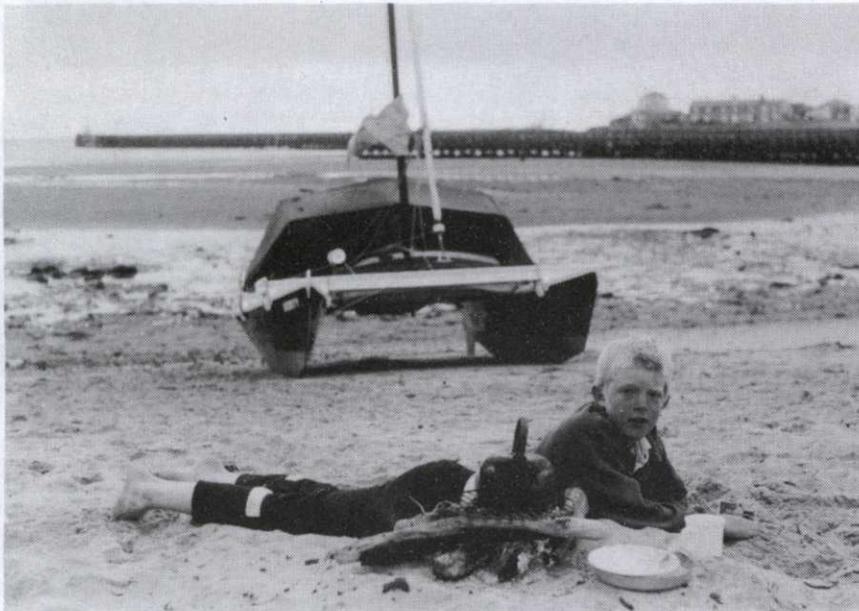
Many thanks to Si for organising the N.E. Meet [he's the commodore of Humber Mouth Yacht Club but was keeping it quiet !]. After the meet we had a S.W. wind so we sailed Verity to Bridlington, the next shelter to the north. After 3 days of strong N.Westerlies there, we'd had enough of this busy, noisy fishing harbour so we fought our way round Flamborough Head using the local advice of keeping well in under the cliffs, because of the overfalls. Even so the seas were bigger and steeper than anything we'd experienced before. Conditions were getting rough, at least for a heavily laden 'Tiki' 21 with 2 adults and 3 kids [aged 13,11&3] on board! Despite being swept by 2 breaking waves 'Verity' behaved impeccably. A dolphin



Simon Belk's Hinemoa



Verity in Filey Bay



checked to see we were O.K.
In Filey Bay 'Verity' rode out a checked to see we were OK.
In Filey Bay Verity rode out a Southerly gale at anchor, we abandoned her for the safety of the sailing club. Filey is where we normally sail our Hitia, it's a beautiful sandy bay, ideal for beachcats, but is open to all east winds. There's not much shelter on this coast except in harbours and marinas, where we seemed to spend too much time holed up waiting for the wind to decrease. A typical forecast over 5 ½ weeks was 4-5, 6 later. We felt very vulnerable lying at anchor with the tent up in these conditions.

When we left Whitby under our home-made cruising chute with a light S.Easterly, it soon strengthened and by the time we approached Hartlepool, we were surfing under bare poles! Later, on our return South, a Mono sailor told us that he'd followed us out of Whitby to Runswick on his 30'+ sail training boat, he had tried everything to catch us, but couldn't.

While heading north for Amble, the wind strengthened yet again and we had to put into Blyth for shelter. Larger boats arriving later reported gusts of F9 across the decks. There we purchased the Royal Northumberland Yacht Club's superb pilot book 'Humber to Rattray Head', essential for Northumbria, the coast from here to Lindisfarne [Holy Island] is very beautiful with sandy bays and castles on some of the headlands but we needed settled weather to explore more fully. We beached the boat in Warkworth outer harbour, Sam lit a campfire. There were rumours that 'we were so fed up with the weather that we'd run the boat up the beach and set fire to her! From Amble marina all they could see was the top of the mast and the smoke!

We put into Alnmouth, where we saw a mastless Hinemoa, but newly deposited sand on the riverbed turned to soup when the tide came in, we couldn't get the anchor to hold, so had to depart before we could investigate. We decided to leave exploring the Farnes islands until a later date, hopefully under more favourable conditions. After a quick look at Inner Farnes we pressed on for Holy Island, where we beached 'Verity' on the

only patch of sand in the harbour, where she was most sheltered from the Strong [again] N. West-erly. On our return South, when leaving Warkworth harbour entrance, in the swell over the bar waves came up the outboard hole and completely submerged the Seagull which promptly died. Next time we tried it, remarkably it started first pull! John has cut away part of the outboard bracket in the central platform [70mm], so we don't have cavitation problems anymore but on this occasion the engine breathed in solid water! We saw dolphins again off Coquet Island, on our way to Sunderland. The last leg of our journey was a long 10 hours in little wind and a nauseating swell from Hartlepool to Scarborough, a rather green-looking Sam remarked 'Huh all my mates think I'm lucky 'cos we've got a yacht!' Despite the lousy Summer we had a fantastic time and were shown great hospitality, especially in Northumbria. Our new dinghy was much admired on our travels, she's a Selway Fisher 'Skylark 6' which we built in 4mm Robbins 'Elite' sheathed with glasscloth and epoxy. She's very light and sits neatly on the trampoline between the beams and hulls, with the fenders underneath. Wheels permanently attached to the twin skegs make for easy manoeuvring ashore. 'Verity's' main non-standard features are hatch covers and cockpit seats [see Maurice Killen's article in Sea-People anthology 1-4] and a rear netting beam and net, which gives us much more space, easier and safer access to the tent from the stern and is very useful for storing items like the outboard [not when sailing, we drowned it once!] and Joe's potty!

This winter we intend to fit an extra reefing point in the mainsail, because with just one reef we couldn't reduce sail enough in the winds that we encountered.

**NORTHERN WINTER
SOCIAL MEET
NOVEMBER 28th**

John and Helen Cartwright will be hosting their 3rd annual Northern Social Gathering on Saturday November 28th at Thixendale. Limited floorspace is available if anyone wishes to stay. Please contact them for details, their address is in the yearbook, or phone Ian and Sara Ward on 01377 288328.



Holy Island Harbour & Castle



Verity with tent & dinghy

A report of the First Annual N.E. U.K. Meet

By Si Belk

24th – 26th July 1998 held at Humber Yacht Club

The meet began in good style on Friday night, with everybody arriving by early evening and settling down to a sociable drink in their various caravans, campers and the club bar.

Despite written invitations to all the local PCA members, the turn out was small, but enthusiastic, with: John and Helen Cartwright with Sam, Amy and Joe along with their two cats "Verity" (Tiki 21) and a very nice "Hitia 14", as well as a 6' Highlander tender (this was only finished painting at midnight Thursday and is a testament to John and Helen's painting skills). Peter and Penina Ball, Clive and Chris Wintle with grand daughter Kirsty, Ian Cartwright and his four children and Elaine and me with our own Hinemoa "Dan Laut". We also had some of the yacht club members turn out to swell the numbers.

Saturday morning dawned clear and sunny with a light breeze and flat water. We all took to the water with "Dan Laut" in the lead to guide John and Helen out of the creek into the River Humber.

Once out of the creek with all sails set "Verity" quickly took the lead and with the wind being light and the tide at top of springs, we decided to just play in the river for the day. Some time was spent going backwards with the tide during parts of the morning but everybody got a chance to take the helm.

The planned lunch break at Spurn Point didn't happen due to the light winds and heavy river traffic, we opted instead to stay on the south side, running up the beach at Cleethorpes and drying out for an hour. "Verity" joined us later after a good sail in the middle of the river near the "Bull" fort, (don't ask John about cardinal buoys, though!)

The afternoon proved no different from the morning except for a slight chop building up as the tide came back in. We felt sorry for the mono's anchored in the river, they were really rolling about, poor things!

We made our way back on the rising tide and once the boats were anchored went ashore to light the barbecue and enjoy a few drinks. During the barbecue Howard and Leslie Speight arrived, and when everyone was fed we had an extra treat with videos that John and Helen had brought along.

The Sunday morning dawned as nice as the Saturday, the two larger boats didn't go out, but the Hitia 14 was assembled (it's really simple and looks perfect on and off the water) and Helen took several people out for a sail while I put "Dan Laut" back on her mooring. After the tide we all had breakfast and a final chat, everyone seemed to have enjoyed the weekend, I look forward to seeing you all next year!

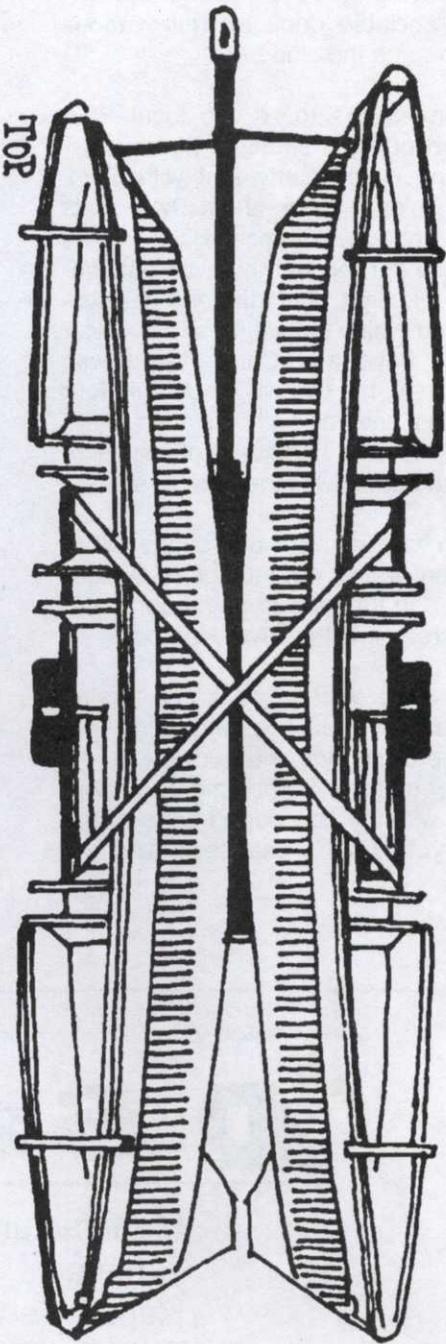
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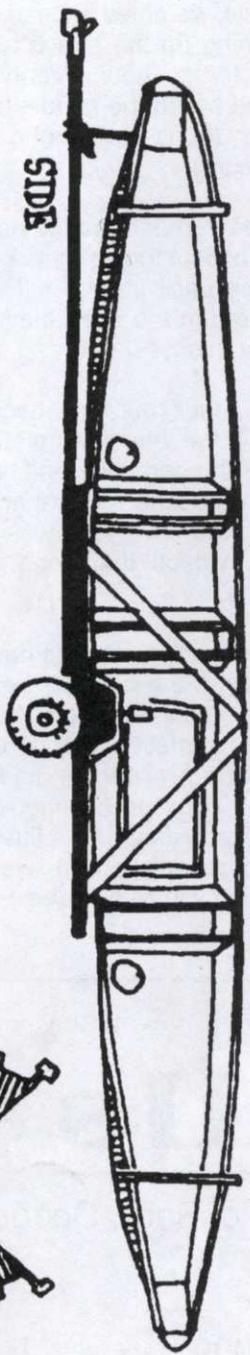
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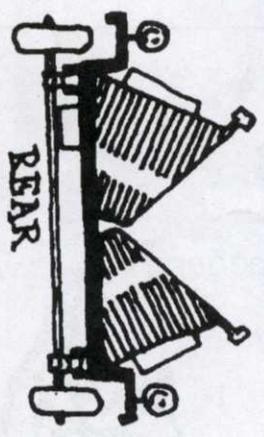
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