
The Sea People



- Tangaroa MK IV ~ Salad Days
- Mast for Pilgrim
- F10 in the Mediterranean
- Tiki 26 ~ Meira
- Yuloh Update
- Australian Meet
- Rigs ~ Wing masts and Wing Sails
- News from Sea People

The Sea People

Magazine of the
Polynesian
Catamaran
Association



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Front Cover Photo:
Dan Green's Tiki 21 in
paradise, the Philippines.

Scott Brown Multihulls



World-wide
Wharram Catamaran
Brokerage

Boats currently for sale Include:

Model	Number	Asking price
Hitia 17	4	£1.35k- DM6.5k
Tiki 21	3	£3.85k—4.5k
Hinemoa	2	£2—2.5k
Tane	2	£2.6 - 9.95k!
Pahi 26	2	£4.25—5k
Tiki 26 GRP	2	£8.75—10.5k
Tiki 28 (PRO)	1	£19,000
Pahi 31	1	DM45k
Tangaroa's	2	£15 - £21.5k
Tiki 38	1	£39,850
Narai 4	2	£25k & \$US40k
Pahi 42	4	£30—38k
Pahi 63 (PRO)	2	Contact me.

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Up-to-date list with prices,
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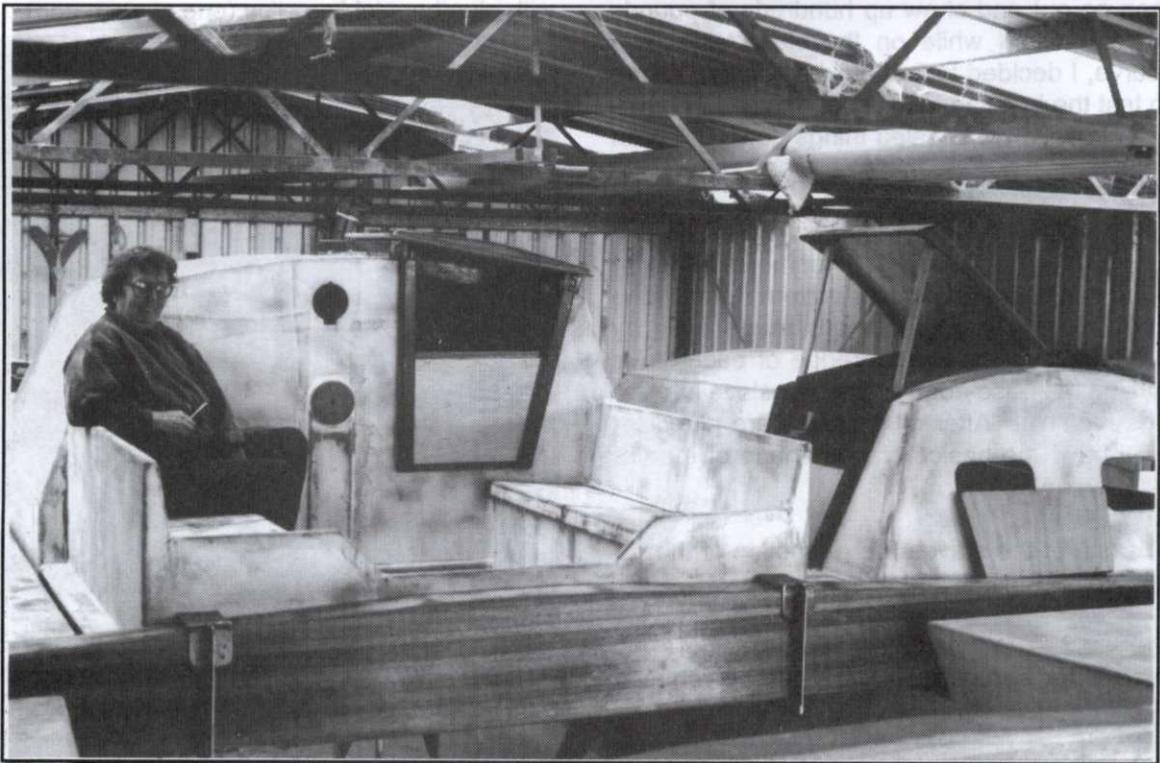
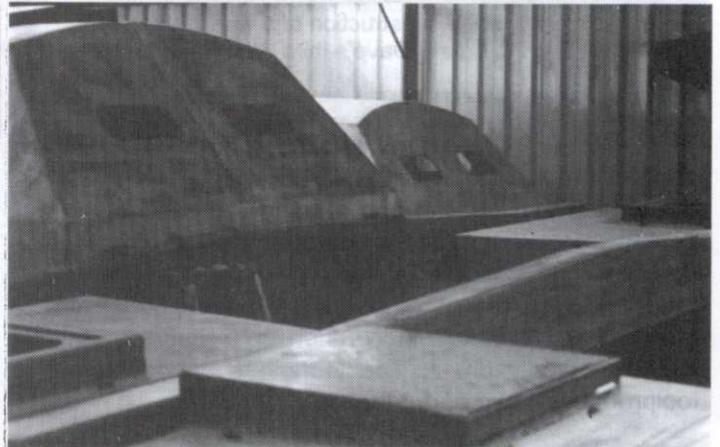
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TANGAROA MK IV ~ SALAD DAYS

Valerie and Richard Rummery, Collie – Western Australia. Building plan set 197 and with a few modifications....including a pod! The story so far....

We are enclosing some photographs of the centre unit of our Tangaroa Mark IV "Salad Days" (plan no.197) that we are building in our shed (almost 401 x 251) on our five acre block in the South West of Western Australia. The unit consists of a sleeping compartment (double berth) with a cockpit behind, and fits between beams two and three. We have tried to follow the lines of the Wharram cabin tops, and it has been built of marine ply, Meranti and Western Red Cedar. It has



been fibre glassed, and is now ready for painting. It sits on four stainless steel brackets (2 on beam 2, and 2 on beam 3), please don't ask for precise drawings, as like Topsy "it just grew".



- Other additions to the hulls that we have made are;
- full sized hatches over the end of the four bunks for through ventilation,
 - two small Vortex Generators,
 - all the main beams to the same pattern, these we hope will be suitable for a 19 foot beam
 - Tiki schooner rig, drawn by Steve Turner.

We are still hoping to launch "Salad Days" before the end of the year, but aside from obvious construction work like slatted decks, netting beams, and ramp which still need to be built, Richard is trying to learn how to do:

- wire splicing and
- fitting rope stops tightly to the wooden blocks he has made.

We will keep you posted on our progress.

TIKI 31 ~ PILGRIM'S MAST

Dave Peek looks at the construction of a wooden mast for his Pahi 31 Pigrim. This is Dave's third Wharram.

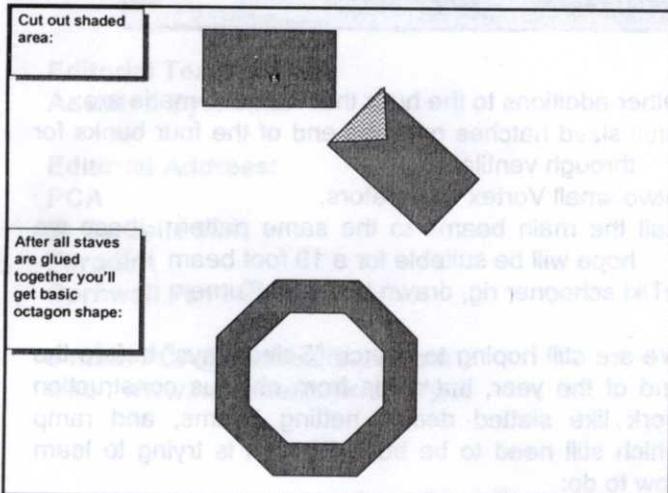
The thought of building my own spars had never really crossed my mind until last year, but with a 31' Pahi requiring a whole new rig and reading in Sea People of people retro-fitting Tiki "wraparound" sails to various Pahi designs got me thinking of installing a hollow round wooden mast, rather than a conventional aluminium one. An article in Wooden Boat magazine late last year finally did it. The technique used seemed foolproof, we'll see about that ;-)

Rather than go out and chew up hundreds of pounds of raw mast material while on the steep side of a learning curve, I decided to first build a sample 1' long section to test the building technique. Instead of building the sample full size, I scaled things down using an Hitia 17 mast section as the basis.

The technique is called "birds mouth" construction and consists simply of edge-joining 8 (same dimension) long wooden staves into a circular pattern (to form the round shape). The fitting together is made easy by cutting a 90 degree V in the top edge of each staff and then fitting the base edge of another staff into the V (or "birds mouth"). After all 8 staves are glued together you'll have the basic octagon shape of the finished spar (See below)

The dimensions of the staves are a function of the required diameter of the finished spar.

Thickness = $0.2 * D$ (diameter), Width = $0.4 * D$ (recommended for spruce, thickness can be reduced to 0.15 for Fir/Pine).

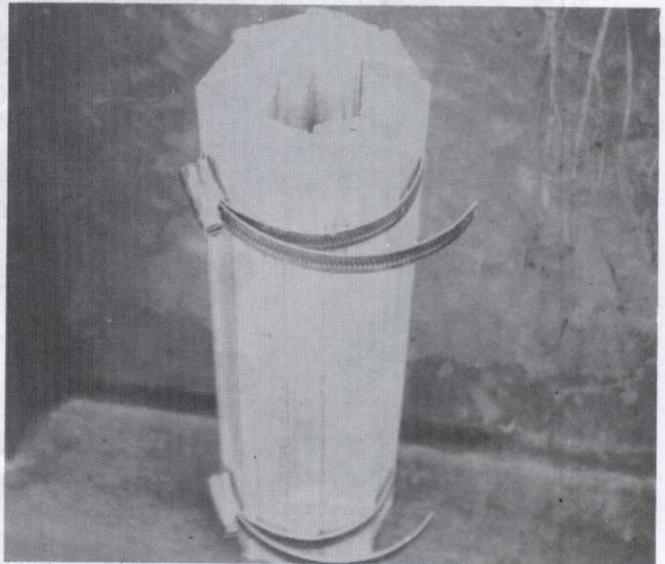


Using the 3.5" base diameter of the Hitia 17 I came up with staves of $0.2 * 3.5 = 0.7$ " (thick) & $0.4 * 3.5 = 1.4$ " (wide) and for purposes of my sample section I

used 1.5" x 0.75" pine from local DIY store.

I cut the "birds mouth" with a 45-degree V shaped router. You could also cut the V on a table saw with the blade set at 45 degrees and running the staves through the table saw twice to cut the V (after flipping the staff over of course).

After priming the bases and "birds mouth" with unfilled epoxy resin (to prevent glue starvation of the joint) and allowing it a few minutes to migrate into the wood, I smeared a generous dollop of colloidal silica/epoxy combo along the length of the "birds mouth" of the 8 staves and assembled them together, clamping them with plumbers jubilee clips (one at each end).



Time taken

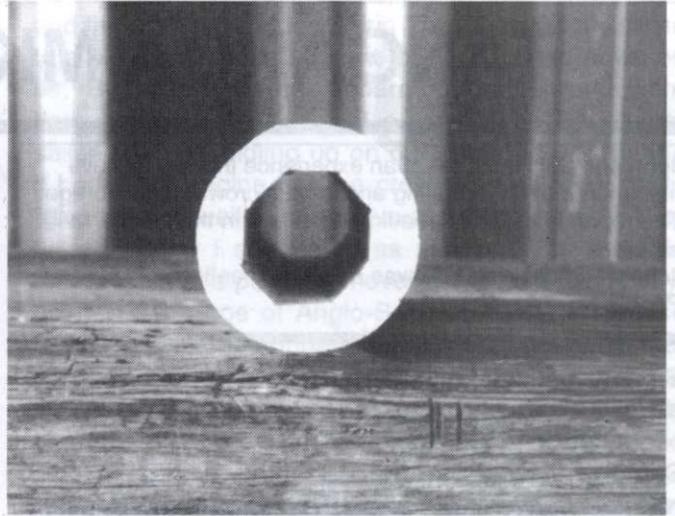
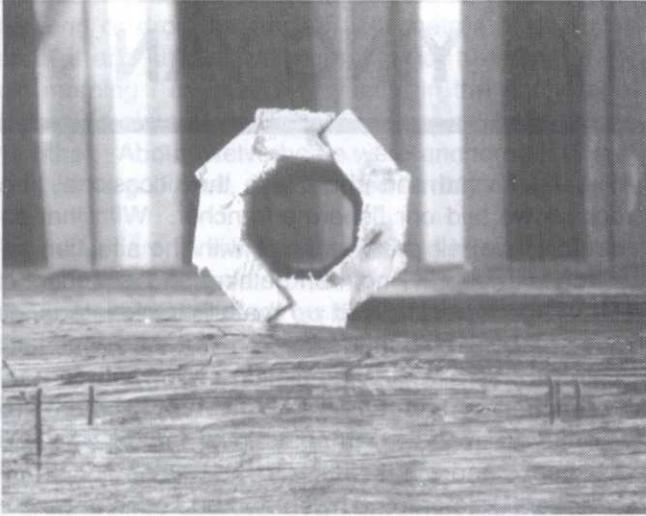
- 2) Cut V in 8, 1' pine staves 5 mins.
- 3) Prime staves with unfilled resin 5 mins.
- 4) Apply colloidal silica/epoxy to V in staves 5 mins.
- 5) Assemble staves and clamp together 5 mins.

I then left the sample to cure overnight

I then sanded down the edges with a palm sander and 60 grit paper, not the best tool for the job but I wanted to leave one end unsanded for comparison purposes. This took approx. 5 - 10 minutes as I kept checking for roundness after the initial sanding. For a full-length spar, I think a belt sander or planer would be a better bet.

Issues for long spar lengths

Obviously a full-length spar would take a proportionally longer amount of time, also handling longer staves especially longer than 10+' is more than a one man job and a level support arrangement with half-round concave pieces of ply will need to be set up.



Tapering of mast should be marked/cut off the base side of the staves.

The article did not cover scarfing lengths together but there have been enough articles on those that I won't go into that here



Conclusions

I'd seen a mast section built with rounded over tops & bases but understand that they are extremely difficult to clamp together (especially after you make them all slippery with epoxy)!

Also there'd be a problem cutting the taper if you bought the wood with the convex & concave sides pre-cut.

I'm extremely pleased with both the ease & fairness (although I think the next spar will be better) that this method of production and my efforts produced with less than an hours work. My next step is to build a staysail boom and with this sample section under my belt I am confident of a successful result.



TANGAROA MK IV ~ YING YAN

John and Gill Heath tell of an experience that we all have nightmares over...dragging anchor in a crowded anchorage. The report is essential reading if you sail in the Mediterranean!

John's original Ying Yan was a Tehini, mentioned in Sea People No. 14.

Some years ago I mentioned a Force 10 that we (John and Gill Heath and Ying Yan, a Mark IV Tangaroa) experienced in a Corsican anchorage (Sea People 5). Some of the details of those events we learnt afterwards in conversation with others who were there that night. We were sailing from Ajaccio to Calvi and had anchored off a beach for the night. The next morning's forecast was enough to encourage us to leave. We sailed north to Ghiralata, a tiny bay at the head of

mixture of sand and shale with the occasional large rock so we laid our fisherman anchor. With that and the COR we felt pretty content with the situation and got on with snorkelling, sun bathing and exploring the tiny village that straggled up the hill. Ghiralata is surrounded by a harsh, forbidding but beautiful landscape. It has a winter population of ten and can only be reached by boat or donkey. That day and the next were idyllic even though boats kept arriving with tales of big seas and winds further to the west.

Forecasts began to issue gale warnings and soon F10 storms were being forecast for most of the western Mediterranean. The anchorage was beginning to look a bit crowded. Even so Gill and I decided this was



Ying Yan in Ghiralata Bay

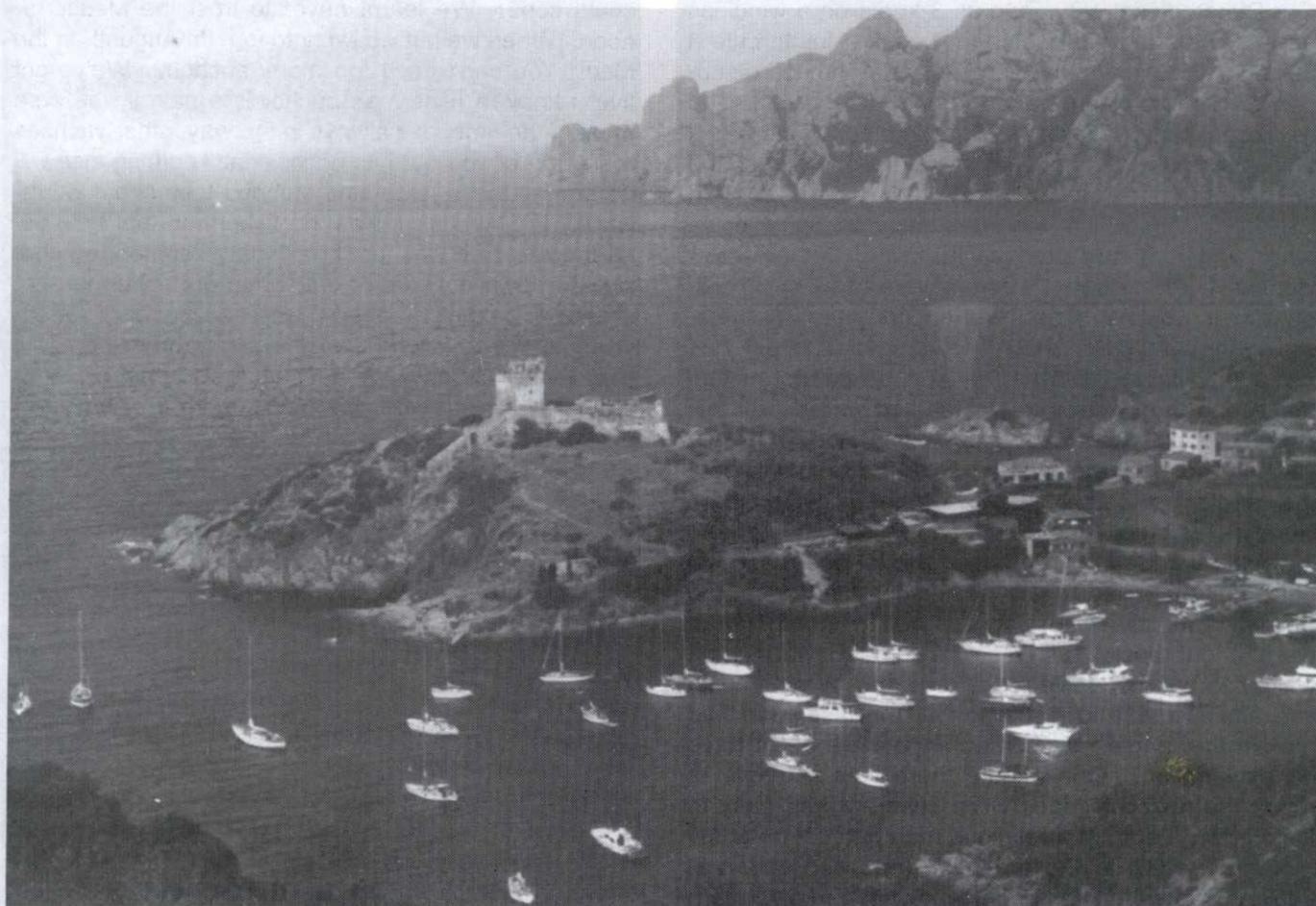
a deep gulf on the West Coast. The passage started calmly enough but as the day progressed, a swell began to build. The wind didn't increase but the wave size did. We were relieved to get into Ghiralata although that first night we could only anchor at the entrance to the bay. The next morning a number of yacht left and we were able to get right into the bay. The pilot warned of the uncertain holding and suggested two anchors. We laid a COR and then snorkelled around to have a look at the bottom. It was a

probably the most sheltered spot along this coast so we would stay put. On the morning of the third day we spent 1 hours diving and checking our anchors. We untangled the knitting created by our 2 days of swinging and were pretty sure that we were ready for any big winds. More boats kept arriving, somehow finding a place. We assumed they were used to settled conditions and marinas. They seemed to rely on a COR and too little scope. Two techniques predominated. Drop the anchor and continue to motor forward into

the wind or drop the anchor with metres of chain on top of it and sit and wait to see what happened. By mid morning I counted fifty yachts in the anchorage. You could almost cross the bay jumping from one to the other. About twelve boats were anchored just outside, in the gulf itself, and seemed terribly exposed.

Then it began. A wind tore down the hillside shaking and bending the trees. One moment we were all facing in different directions as the light breezes had left us, the next we were all lined up facing the same way. Then it was gone. The stillness was more worrying than the wind. What did it mean? We soon found out. The wind began to blow from the opposite direction. And it was different. It had real weight. Boats began to drag at once and drift down on others. Other crews decided they didn't like their spot and hauled up their anchors. They motored around, anchors hanging down in the water, looking for somewhere better. There were collisions, fouled anchors and chaos.

and the anchors dug in again. They then did the same to a big aluminium boat next to us. It drifted down on us. By the time we had separated, our bulwarks were damaged and we had lost a ventilator. The motor sailor was now sidling up on our other side. I assume it had a big engine but the crew seemed unwilling to "give it some wellie" and move away from us. As they drifted nearer I suggested as succinctly as possible that they should perhaps move away. I did this loudly, using a full range of Anglo-Saxon. It was a Maltese boat, I'm sure they understood but they just smiled at me as if I was an amusing lunatic. The next moment a wave lifted their bow and dropped it onto our lovely Polynesian prow. It punched a nine inch hole in their topsides. I treated the assembled company to some more Anglo-Saxon. Gill in an uncharacteristic display of emotion stamped the deck and said, "Oh shit, shit, shit, shit, shit!" Which described the situation nicely I thought. We had to wait for another wave to help us separate the two boats. The damage to Yin Yang was



Ghiralata Bay

Gradually the swell began to work its way into the little bay. It got bigger and bigger until it was probably about three feet. Gill and I sat on deck and watched the melee around us and just hoped we would not become involved. Our anchors were holding and left alone we would probably be all right. It was not to be. A large motor sailor, which had been drifting about causing widespread havoc, fouled our anchor lines and pulled both anchors out. We let out more warp

cosmetic. The motor sailor's crew never left the wheelhouse. Now they increased revs went away and terrorised others.

We seemed to be all right. We slid another anchor down the warp of the COR and this seemed to help. For reasons I've never understood the people in the aluminium boat decided to row around in their dinghy exploring the bottom with a grapnel. They pulled all

our anchors out, looked at us apologetically and rowed away. We let out more warp but it was no good. We were slowly drifting towards the shore. In the end the anchors seemed to hold but we were broadside in breaking surf. Waves were breaking over us and Yin Yang was taking up such steep angles that everything was falling off the shelves. We lost half our crockery and the galley was a mess. Mayonnaise, olive oil and coffee were spread about the sole and running and mixing together. We launched the dinghy, I got in it somehow and rowed another anchor towards the shore. It's the only time I've experienced surfing in a boat. I didn't like it. But I got the anchor laid and made it back to Yin Yang. The ploy worked and we were able to pull Yin Yang's head round into the seas. But we were still in breaking seas and it was clear that our anchors were dragging very slowly. We needed to start again from scratch. It was beginning to get dark, the gale was at its height and it all seemed impossible.

Our Ducati diesel only gave us 3 knots on a windless day. We started the engine and gave it full throttle. I helped by hauling on the anchors. Two that were supposed to be holding us and the one that we had used as extra weight. Only by looking at other boats was it possible to discern forward movement. Gill at the helm was at one point steering with one hand, controlling the throttle which had a tendency to slip, with the other and had the stem anchor warp in her teeth. Honestly! At the time I was unaware of all this, I had my own problems. The three anchor warps and myself were tangled in the forward net. The pin had come out of the fisherman anchor. I hammered that home and then turned to the tangled warps. All this time the engine was holding us stationary or making a yard or two between gusts. I could do nothing about the tangle. It was too dark, too complicated, there were waves breaking over me as I knelt in the net and it would take too long. I dropped the lot and rushed to get a knife. I yelled to Gill that I was going to cut the tangle. She didn't answer she had a mouth full of warp. I got back, sat down beside the warps and waited as another wave broke over me. When I could see again, it was to discover that the last wave had broken the tangle. It seemed impossible and I have no explanation. One minute there was a tangle of ropes the next the ropes were separate and easy to flake down. I am not a religious man but just for a tiny moment..... Gill in the meantime had succeeded in edging us forward into deeper water. We reset the anchors and they held. We didn't move an inch all night. Gill, exhausted, collapsed into bed and I, as high as a kite, stayed on anchor watch all night.

We were just beyond the surf and in water too shallow for other yachts. We rocking horsed through the night but the two lights I used for bearings didn't alter and gradually we relaxed. Boats continued to drag and motor about in the dark all night. A French yacht tried to tow someone out of trouble. The assisted yacht cast off the towline without telling the Frenchman. It caught in his prop and he was driven ashore. People

stood on the beach holding torches as he struggled in the shallows to do something for his boat. None of the watchers helped him. Others ashore set up powerful searchlights for the sole purpose it seemed of watching the 'fun'. Worst of all, during the afternoon and at the height of the storm a yacht came in, engine not working and headsail in shreds (we don't want anything to do with roller reefing). A great chorus of protest went up as he tried to anchor. He managed to get to a jetty and tied up there. The fishermen cut his lines.

The next day conditions began to ease but nobody was able to leave until the following day. We waited another couple of days before we left. For the next eighteen months when yachties met almost the first question was "where were you on August 6th?" and we all had tales to tell.

Did we learn anything? I think so. We learnt that we could cope. We learnt never to trust the Mediterranean. (When we left we ran into fog. In August! In the Med!) You can't have too many anchors. We've got five. I know a fisherman anchor is a pain in the arse most of the time. It's always in the way, other yachties make fun of you but just occasionally nothing else will do and all those jokes and stubbed toes seem worthwhile. In Ghiralata it was the fisherman that held us. All the rest of it was just heavy-duty ironmongery that slowed down our rate of drift when our fisherman got shifted. It never dragged. Use shallow draft defensively to keep out of the way of everybody else. And after those few days we decided that it's not a matter of shore bastards and sea people there are quite a lot of sea bastards as well.



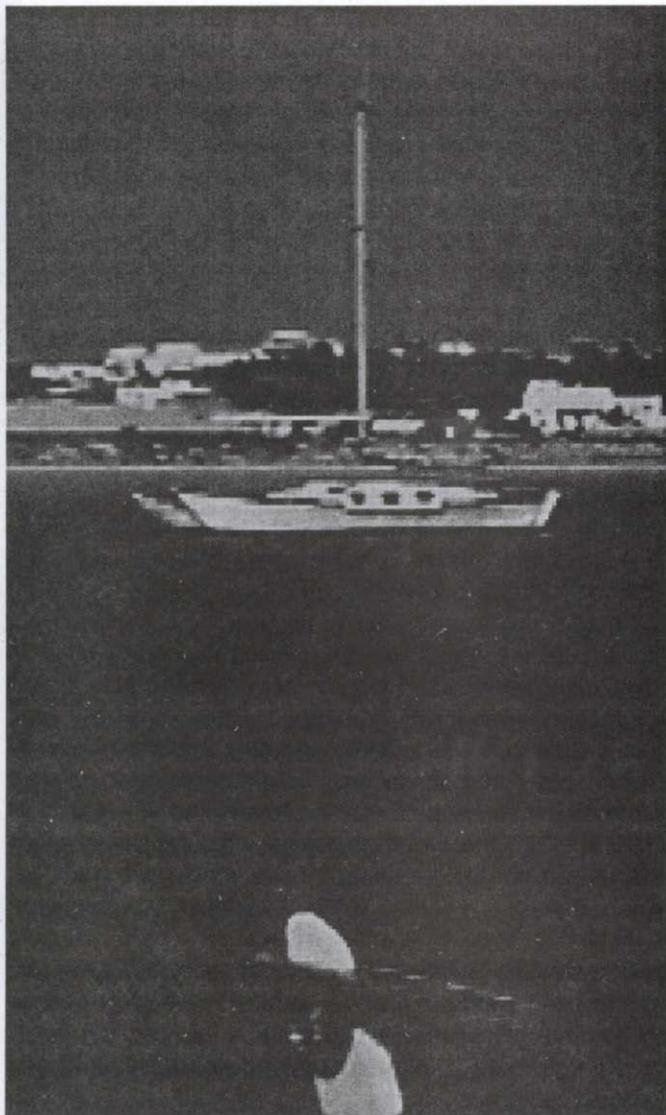
TIKI 26 ~ MEIRA

Will Lee and his partner Lucy go cruising on Meira, Tiki 26 complete with pod. Two weeks of fun in the Algarve, Portugal.

Lucy and I acquired Meira late last year via Scott Brown's Brokerage, after a long search for the right boat. This is the story of our first voyage.

Saturday 13/5/00

On arrival at Faro airport, we collected our bags and went to the cargo terminal to collect the air freighted stuff, including the new tinker dinghy.



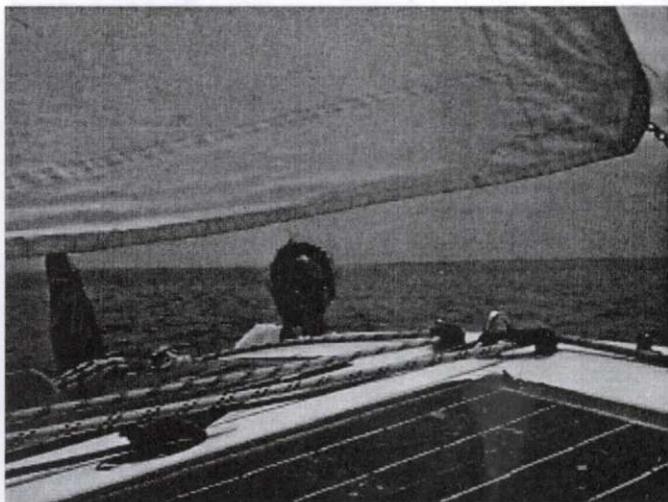
A Wharram Classic spotted in Portimoo. Anyone know who she belongs to?

Pleased to find it was all in one piece and squeezed it into the minibus taxi to Olhao. We'd missed the ferry to Culatra and after a swift think decided that 4 hrs waiting for the next one was a little long, so split a water taxi ride with 2 other parties. The rather fine speed-

boat was quite a sight: Driver, 6 passengers, our two big bags, two little bags, long bag of oars, a large cardboard box and a huge home made crate balanced on the top.

The taxi man was very kind and took us to the western point of the lagoon. He was apologetic but felt it was too shallow for him to go further.

After unloading onto the beach we enjoyed the James Bond like transformation of the crate into a dinghy, piled the other stuff inside and walked round to Meira, who seemed in very good shape.



Meira has a pod. Lucy looks across the top of it with solar panels and all control lines run back to the cockpit.

She floated late that night and we moved her round to the anchorage, which is a very deceptive place after dark. The next time we did this we chose a mooring buoy from the shore before dark, and went straight to it. Good mooring buoys and dodgy mooring buoys are quite easy to tell apart in the daytime, at night it is not so easy.

Sunday 14/5/00

Motored and sailed to Olhao to get stores. PCA members Gerry and Maureen had brought 'Swingalong' over to Olhao and Gerry gave us some very useful advice about the East Entrance. This is completely unmarked and has a shifting channel, which isn't very deep at the best of times.

In the afternoon we set off for Faro Quay where we hoped to meet Lucy's parents. After making fast in the very shallow channels off Faro we set about rigging the tinker (now named 'Stinker') for sailing. This took a while, with many false starts and tangles. Stinker sailed beautifully all the way to the jetty, and Lucy's

parents were there to meet us. They had spotted us from their hotel window and had been whistling and waving for some time.

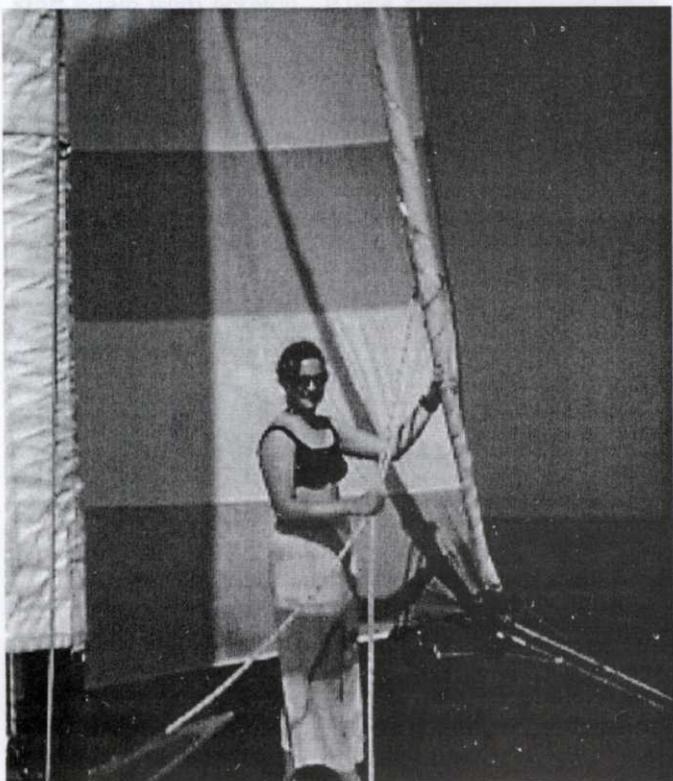
Monday 15/5/00

Some Faro shopping was done, and a very pleasant sail with two guests was had as far as Faro, where the wind completely died, but not before the spinnaker was flown for the first time.

Tuesday 16/5/00

BIG TRIP DAY.

Set off early - 07h30, for the east entrance. Forecast SW 3-4, veering later. Perfect for Cadiz or even Gi-



Spinnaker set

braltar! East entrance showed breakers clean across, and the wind did seem to be firmly in the East. We ran the length of Culatra Island and left via the very well marked and dredged main entrance, to be faced with an ESE 5, in exceedingly lumpy and confused seas. Some tough plastic caught round the propeller and stopped the engine dead, and a huge ship came out behind us.

Meira showed herself worthy and we sailed out of harms way, made a swift change of plan and decided to head downwind for Portimao. We had a sparkling day's sailing with frequent sail changes, much surfing (greater than 10 knots at times), lighthouse spotting, and cave seeing.

Inside Portimao harbour there were a modified Pahi

26 and a small classic which Wharramites better than I will recognise. For the record, I think Portimao was the best port we visited the whole trip. The moles protect the harbour, but the entrance does not seem too narrow like at Faro. There is an excellent anchorage, and for those that way inclined, a new marina.

Wednesday 17/5/00

Today we made and mended, and used Meira's 5HP engine on Stinker for the first time. Goes like stink but not for the faint hearted (or the water-soluble).

Thursday 18/5/00

Set out mid-morning for Tavira, which is about ten miles east of Faro. Fine reach as far as Faro which we reached about midnight. We were then completely becalmed for several hours. Mostly it was peaceful, the Cabo Santa Maria lighthouse keeping us company. There was a 30 second burst of cetacean activity - a school of dolphins, jumping and diving at amazing speed. I was spellbound as the water boiled around us. Doubly amazing at night.

Friday 19/5/00

Ended up beating in to Tavira, and on the way were offered a pair of giant crustacean by a fisherman. Unfortunately we had to decline as I am too frightened of arthropods to have one near me, let alone EAT one. Tavira has a small marina, but we anchored in the channel with the other sailing boats.

Saturday 20/5/00

Set off before lunch, and, in a spooky replay of the previous time we tried to go west, the wind was unfavourable. We set off gamely to Cadiz anyway, but were quite unable to lay it. Steadily the wind veered such that we could lay Cadiz with something to spare. Wind SSW 5, double reefed main, no jib. Eternal choice: claim the weather gauge, or stick slavishly to the rhumb line and lose out if the wind goes back to where it was.

We (well, OK, it was me) chose to claim the weather gauge, and by midnight we were 8 miles high of the rhumb line. This seems like quite a lot, and it is, but how long would it take to surf and sail 8 miles at 10 knots? Not long.

At midnight, with a fair breeze still blowing, the pin connecting the autohelm linkage sheared, so we went straight for the waypoint for reduced mucking about, seeing as we were hand steering and everything.

Sunday 21/5/00

We bore away and took off - flying towards Cadiz, but within minutes the wind dropped and dropped, and we

were becalmed again in the early hours, and when the wind did fill in it filled in from the E, at about 3kn or less. We ended up using the donkey for the last few miles.

We decided to spoil ourselves and go to Port American Marina, and were charged a princely 6.47 Euros for the berth, a bit over 4 pounds. The marina buildings are portcabins with variable hot water supplies.

Cadiz is a fabulous city with lots of narrow cobbled streets and loads to see, though the castle, maritime museum and gallery were all unaccountably closed on both days we were there. There is an excellent feature for the lost visitor: If you walk about 4 blocks in any direction you get to the sea.

Our pilot book stated that charts could be bought from the Spanish Hydrographic Office which is on the hill in Cadiz. We went up there and they were very nice but said they don't do this any more, and pointed us in the direction of the local chart agent which is a newsagent and arts supplies shop called 'Alfa-2' near the city hall. They had loads of local charts (including a 'small craft folio' type of the Strait of Gibraltar) but nothing we needed.

Monday 22/5/00

So lovely in Cadiz, we stayed another day.

Tuesday 23/5/00

Left at 08h00 for the longish sail to Magazon, which is half way back to Tavira. Wind messed about most of the day, boxing the compass several times. We were entertained by Spanish gunnery practice going on over the horizon. By mid afternoon it had settled to the ENE, on the nose again. As we neared the land we hit the air that had been over the Ria Formosa, and got lifted and lifted until we were sailing parallel to the shore. We managed to get to Magazon just before dark and a giant thunderstorm came down from the hills and drenched everything.

Wednesday 24/5/00

Flat calm, but were meeting some elderly relatives (my parents) at Vila Real de San Antonio (which is just over the border back into Portugal), so we motored for 15 miles and beat the last hour.

Thursday 25/5/00

Set off for Tavira on a screaming reach at about 8 knots, and we were there by 11am. Seemed a pity not to go on, so we did. Of course, at the half way point we were beating again, but we got to Olhao. By the end we were under a double reefed main and a scrap of jib. After a careful inspection entered the Ria Formosa via the East Entrance and were quickly anchored off Olhao market, for a slap-up meal after a

hard day's sailing. There was an all-night open-air disco on the quay so not much sleeping on Meira!

Friday 26/5/00

Redesigned and made prototype for new deck tent. Moved Meira back to Culatra Lagoon.

Saturday 27/5/00

Lucy flew back to Britain today.

Almost lowered the mast. We had what seemed like a good system to get the heel of the mast off the step before it was quite down, but at the time it was clear that it was not a very good idea at all - and needed a rethink. Put the mast back up again. Enjoyed some Stinker sailing too - completely worth it - zooming about the anchorage in a very flubby boat - great fun. Met a Captain Cook owner named Nicola.

Meira floated again at midnight and I moved her round to the anchorage again, by myself this time.

Sunday 28/5/00

Took the elderly relatives sailing again. Beautiful day with just enough wind, but not too much. Surveyed the 'white house', which is a very prominent landmark on Culatra that is not on the chart. Also enjoyed fully exploring the East Entrance, and having a good look at Armona, which is the island to the east of Culatra.

With a heavy heart we put Meira in her berth at Culatra and spent the rest of the day tidying etc. The night time tide was slightly higher, and I pulled her up the beach a little.

Monday 30/5/00

Flew home, with the old dinghy, both plain sails, the prototype deck tent, the supernumerary fenders, and all the usual bags etc. I was ready for a giant extra baggage bill, but lucky for me the scales at Faro airport were broken and no fuss was made.

Meira stretched her legs this trip - logging about 260 miles over the fortnight, and we are becoming accustomed to Wharram sailing.

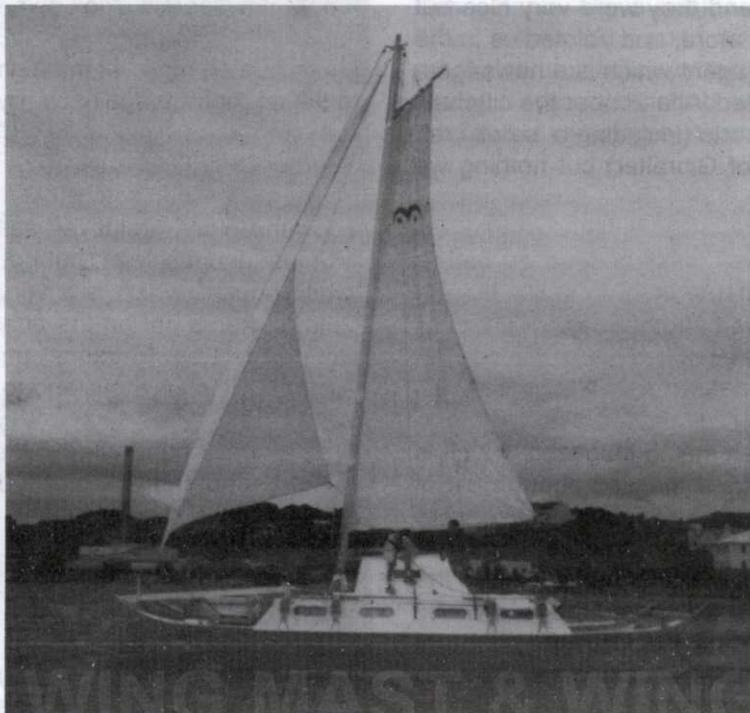


RIGS ~ WING MAST & WING SAILS

Steve Turner continues his series of articles on the subtleties of Wharram catamarans.

Why the Tiki "Soft Wingsail" is such a success on our boats and why a rigid wing mast is less likely to be!

The wind is always blowing either straight in or straight out through Cremyll Narrows, at the mouth of the River Tamar, so there is a good chance you will have to beat whether entering or leaving. The Narrows are a bottleneck, only a couple of hundred metres wide, through which the combined waters of the rivers Tamar, Lyner and Tavy flow into Plymouth Sound.



We hauled the jib aback, no effect- she sat there as if hove-to.

Someone suggested adjusting the trim of the wing mast, I was kneeling on the port trampoline near the foot of the mast and reached over for the lines that control the mast's "angle of attack". A slight tweak and the trimaran took off so suddenly that I fell flat on my back on the tramp! It seems we had been hove-to between the mainsail and the wing mast! The amount of adjustment required was astonishingly small.

"What", I hear you say, "is the relevance of the above

On the day in question we were heading out into the Sound, so naturally the wind, which had been on the beam, swung round dead ahead as we entered the Narrows. We had about three knots of favourable tide under the three slim hulls of our 26' racing trimaran, we were on starboard tack and well over to the starboard side of the channel, so we hardened the sheets and "Ozone" took off.

In no time at all we were halfway through the Narrows and rapidly closing the other side of the channel. "Ready about" – the tri pivoted like a thoroughbred - but failed to pay off on the new tack! We were dead in the water, although still making several knots over the ground in the right direction. "Ozone" was carrying a narrow "blade" jib and the usual racing-multi style high-roached, fully battened mainsail, on a 40' wing mast. The bows appeared to have gone through the wind, the mainsail was trying to fill on the new tack, but something was stopping her from getting away.

experience to our cats? None of the designs have a wing mast". It is true that none of the designs feature this sort of mast, but this does not stop some builders, in a mistaken search for "performance", from spending a lot of time and money building a rig which is poorly suited to their boat. The wing mast will cost more than a conventional mast, have a higher centre of gravity, be stayed much less reliably (due to the need for the mast to rotate, all shrouds and stays will come to a single fitting on the front of the mast) and in the end be less efficient!

A racing crew will monitor the adjustment of the wing mast constantly, keeping it at optimum efficiency. The crew of a cruising cat *cannot* do this. On passage, often with only the helmsman on watch, keeping a constant eye on the trim of the mast is an unrealistic expectation. It is safe to say that it will almost always be wrong, and a badly trimmed wing mast is considerably less efficient than a conventional one.

TIPS

The wing mast also presents a fixed, un-reefable bit of sail area which may well prevent you from lying ahull at sea and make you a menace in anchorages as you sail round and round your anchor. In the ultimate conditions you may be *glad* to lose your rig as the alternative could be capsized!

So what can we conclude from this? **A wing has no place on a cruising cat.** True, if we are thinking of the tall rigid wing mast, which is now losing favour even with the racers. However, the Tiki sailors amongst you will know that there is another sort of wing, which is admirably suited to our boats; The TIKI SOFT WING SAIL!

The Tiki sail is aerodynamically as clean as the best of wing masts, but is totally self-tending. It always adopts the optimum shape automatically. It has a low centre of effort and low centre of gravity. Cast off the halyards and it drops to the deck, presenting minimum windage when that is vital. And best of all, It is astonishingly efficient to windward! Over the past ten years we have adopted the Tiki rig on an ever growing number of Wharram cats, with consistent improvement in handling and windward ability: Pahi 31, Pahi 42, Tangarua, Hinemoa, Tanenui - all have benefited from the change. Some of these boats were rigged as sloops, some as schooners, some as ketches. Unlike other rigs there is no penalty in windward performance for two masted rigs. (A Bermudan ketch is at least 5° less close winded than the equivalent sloop, a schooner 10°)

James Wharram is justly famed for his development of the open bridge deck cruising catamaran, however I suspect that his and Hanneke's true stroke of genius is the Tiki rig! The rest of the multihull world is slowly catching on, several builders of one-off "performance" cats are adapting the Tiki rig to their boats.

To sum up: if you are building or refitting a Classic or Pahi, don't waste your time and money on a wing mast. Boats so equipped have proved more difficult to sell. If you are building a Tiki, don't *think* of fitting Bermudan rig. We have the best cruising multihull rig available, so learn its secrets and it will pay you dividends in pure pleasure.



Subject: Compass/Electronics warning

From: Ian John

Category: Building

Date: 11 Apr 2000

Time: 12:47:34

Comments

I have an Autonnac distance/log unit on my Tiki 26, yes the reliability is bad. I've had to have the trailing log repaired once, only after 6 months use (but over 1-year elapsed time, they wouldn't repair it under guarantee). The unit goes dead periodically due to poor contact between the crappy battery terminals and the pcb, but this can be improved by cleaning the board in this area and putting a decent layer of solder over the tinned contacts. Contacts with the trailing log are poor and need cleaning every week or so. A very disappointing buy.

James Mackie – Newcastle Upon Tyne, UK, recently asked for help.

"How do people set about securing anchor warps on a TIKI 21? In the past on craft of this size, I have always enjoyed the luxury of a samson post. Any suggestions?"

Please reply to the PCA office, address on page 2.

DITTY BAG

For Sale

TIKI 21 Cruising Chute
Little Used - £100.00 o.n.o.

Contact: Adrian Honeybill

Tel: 01296 399776

AUSTRALIAN SPRING MEET



Dave Pulse sent in this photo report of the Australian Spring Meet held at the Hawkesbury River. Above: Relaxing on "Ohana" on Sunday Morning. Shade from a small bimini – the sun is starting to get strong



Dave Mitchell's Tiki 21 "Maroddi". Great deck tent!



"Ohana" motoring out of the Hawkesbury River. Great blue skies!



Dave and Margaret Mitchell on the cabin roof. Carl Reynolds to the left.

YULOH UPDATE

Ben Mullet (TIKI 30 – Pilgrim) on the use of the Yuloh.

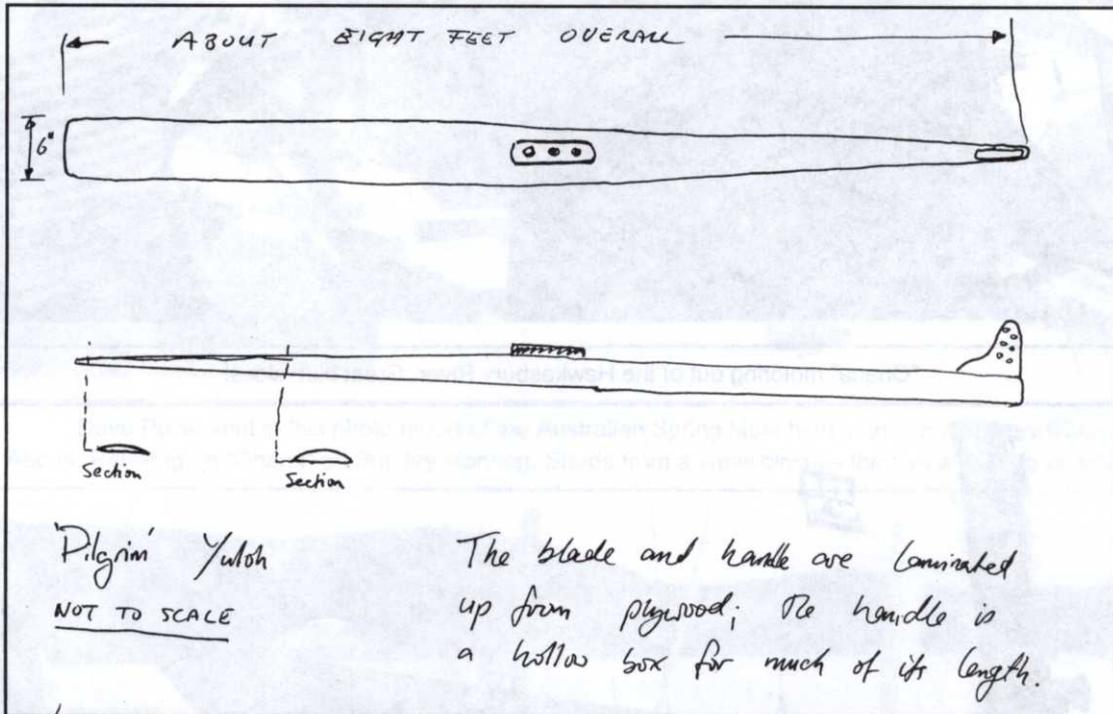
At the excellent PCA Eclipse raft-up, Pilgrim was distinctly late on station due to a spot of technical testing.

We had decided on an impromptu Yuloh test in the very near calm conditions of a fairly slack part of the estuary. The goal was to see if our home-built oar could propel a ton of Pilgrim, six passengers and half a ton of cruising stores at a knot or more.

It took a few swipes with the ship's saw to adjust the length

A couple more attempts showed that it was better to work the oar slower and smoother, since the pivot socket was too shallow to handle the available muscle power (feeble though that may be). Gradually a technique evolved - which also required one foot on the unlashed pivot bracket to avoid that collapsing sideways.

So what happened? The goal of one knot seemed very distant as I started threshing away inexpertly, but the two GPS were in agreement that the speed was rising with practice, and decaying to zero when we stopped to re-adjust the bunjy.



of the Yuloh pivot bracket (deliberately made oversize). This put the oar close to the centre of the 'multi-purpose cockpit aperture'.

It took rather longer to get the oar to sit on its pivot, with the rubber bungy tending to lock the blade at maximum pitch angle

This needs modification.

And it took even longer to make the pivot behave passably, since an attempt to use the rounded stainless rod end to burn a suitable socket in the hardwood pad on the oar had caused substantial oxide on its surface - rusty stainless! This proved very sticky, and only a good spray with Waxoyl freed the mechanism enough for use.

However, the lash-up was eventually declared adequate, and with little regard for dignity I gave it some welly, where-upon it jumped off the pivot. Collapse of lash-up and skipper, all together. Ah well.

Eventually it just seemed to go right, the way it does when you first ride a bike, and the speed built smoothly from zero to 0.2, then 0.5, then 0.8, 0.9 and finally one whole knot!

So despite the lash-up and the lack of expertise, we have hit our design target on the first attempt (let us pause to allow swollen heads to deflate). At the time we were also towing Sam Cartwright on his Hitia 14, a swell as a couple of our racing' car tyre fenders that I should probably have mentioned earlier. We call them 'Yacht-repellent, fenders!!

All this encourages us to believe that 1.5 or even 2 knots is on the cards, given less drag, a better pivot, proper brackets, and more practice. Not bad at all!

So how did we make it?

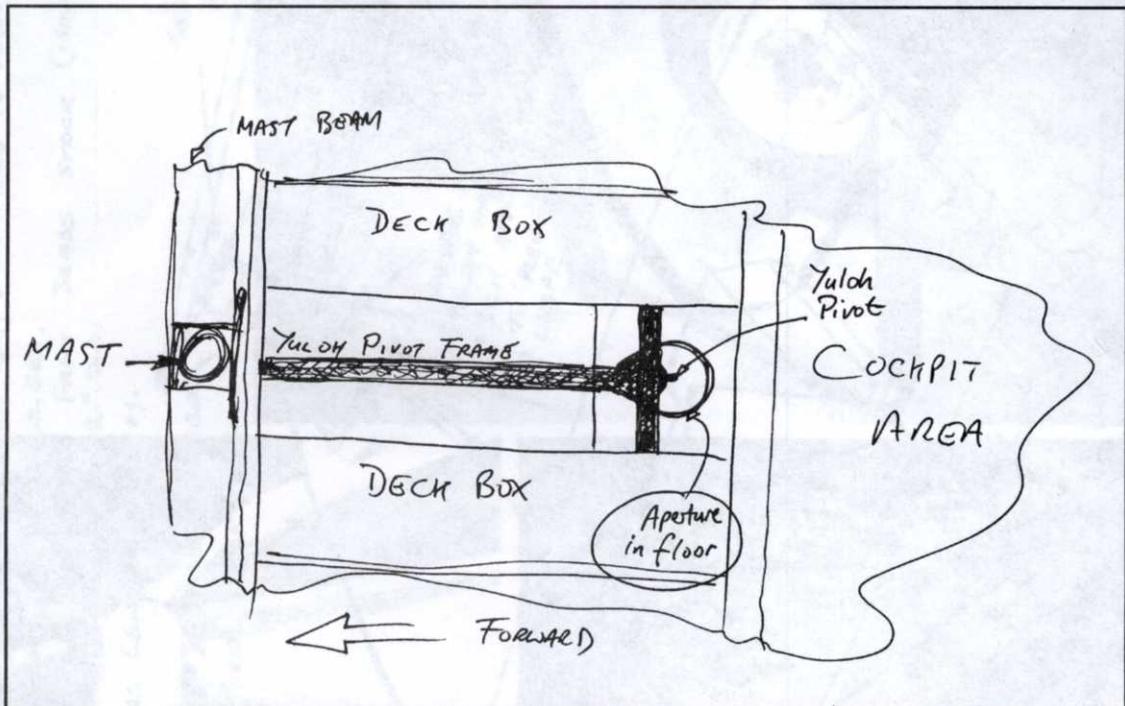
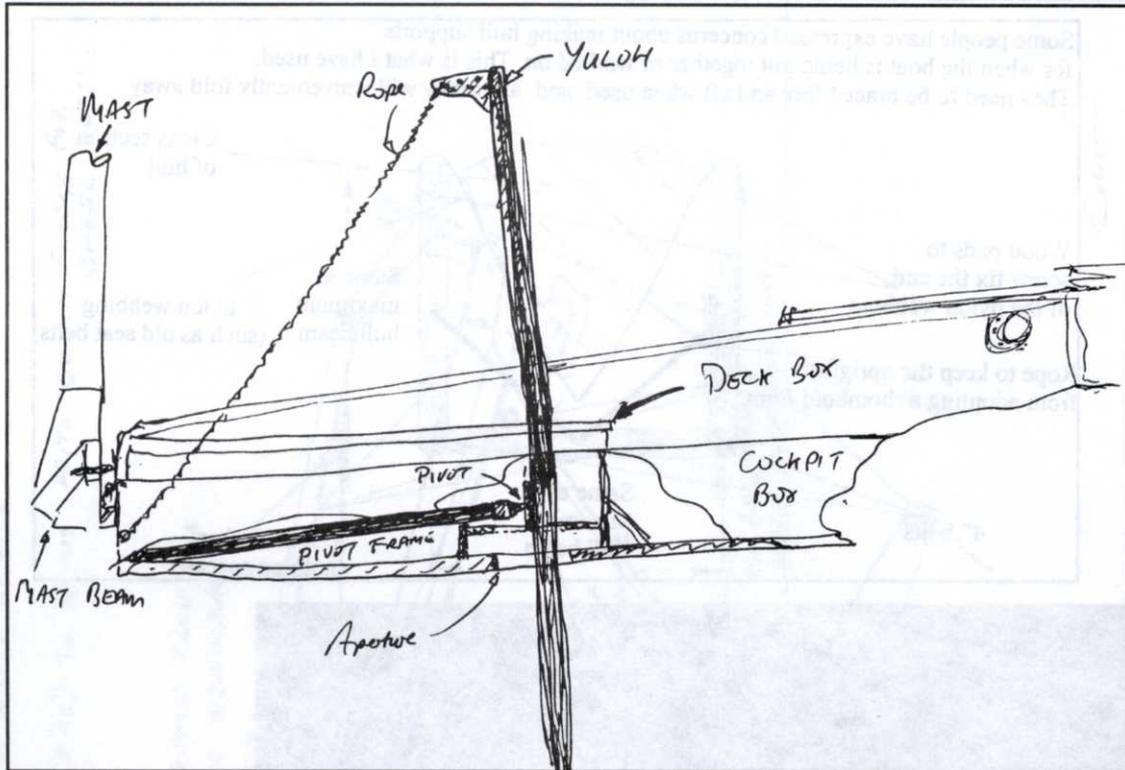
Our Yuloh is a parallel bladed oar with a box section tapered handle and a cambered front face. It is swept from side to side and the angle changed at the end of each stroke just like sculling over the stern of a dinghy, except that this Yuloh

is (unusually) almost dead vertical for efficiency.

It pivots on a socket in a hardwood pad about half way along its 8 foot length. There is a large horn at the onboard end with holes for the rope which takes the thrust load and op-

Quality of construction is excruciatingly squalid, and the finish suffered in a workshop epoxy spill. But we painted it anyway.

So where to next? The plan is to develop this Yuloh by mak-



erator effort. The holes are there to adjust the 'virtual crank angle, of the traditional Yuloh. The pivot bracket is a Tee-shaped frame with a steel pivot projecting from the top of the IT'. The leg of the IT' goes forward and takes the pivot thrust to the base of the mast. The arms of the IT' locate against the deck boxes on Pilgrim. It should be lashed into place, but to save time I just stood on one end, which made the rowing action pretty tricky to do.

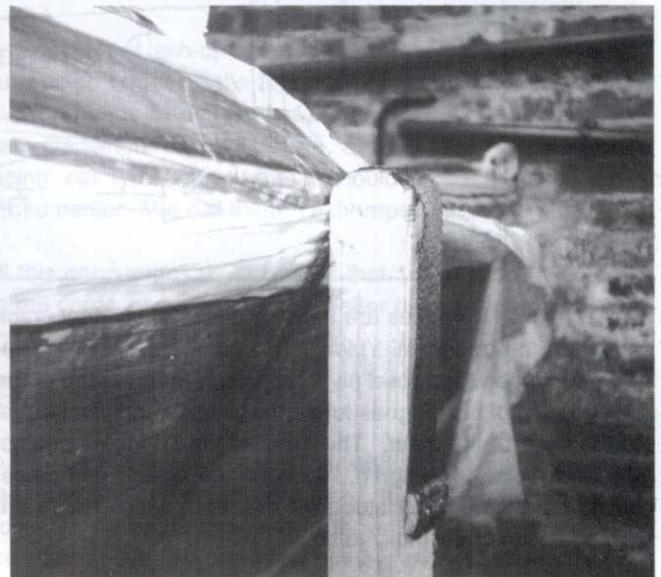
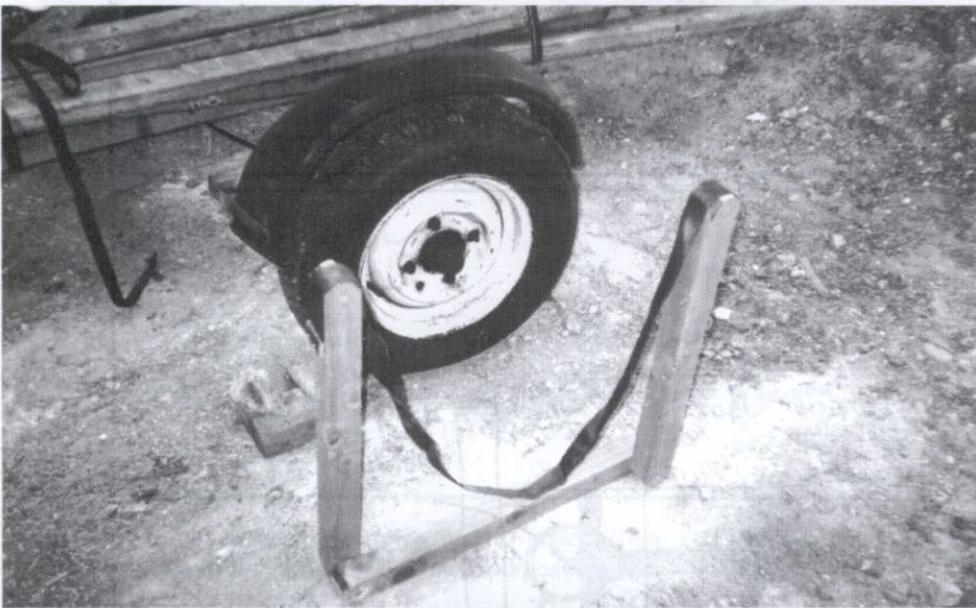
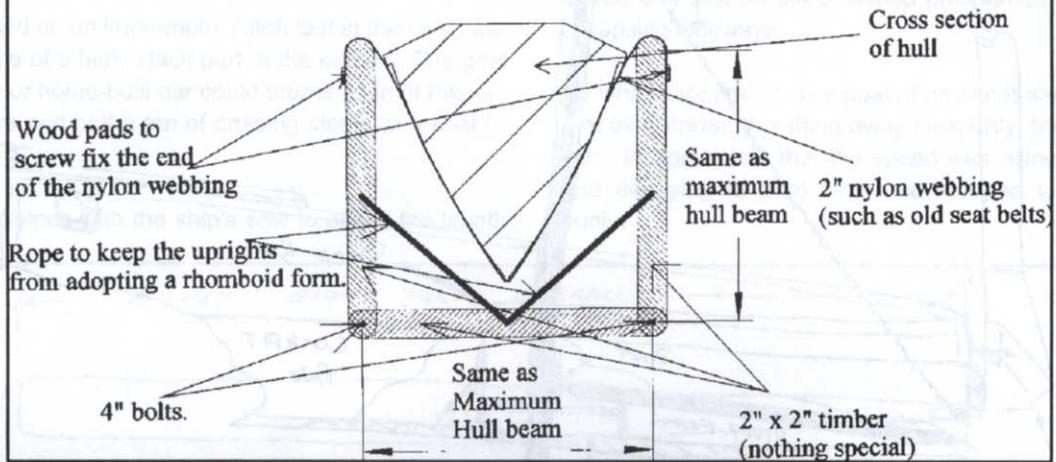
ing the brackets and pivots all work better so that one can give it some welly without everything coming apart. Once that's sorted, the next step is to refinish it for improved hydrodynamic efficiency. Then it's practice, practice, practice!

Watch this space for further developments.

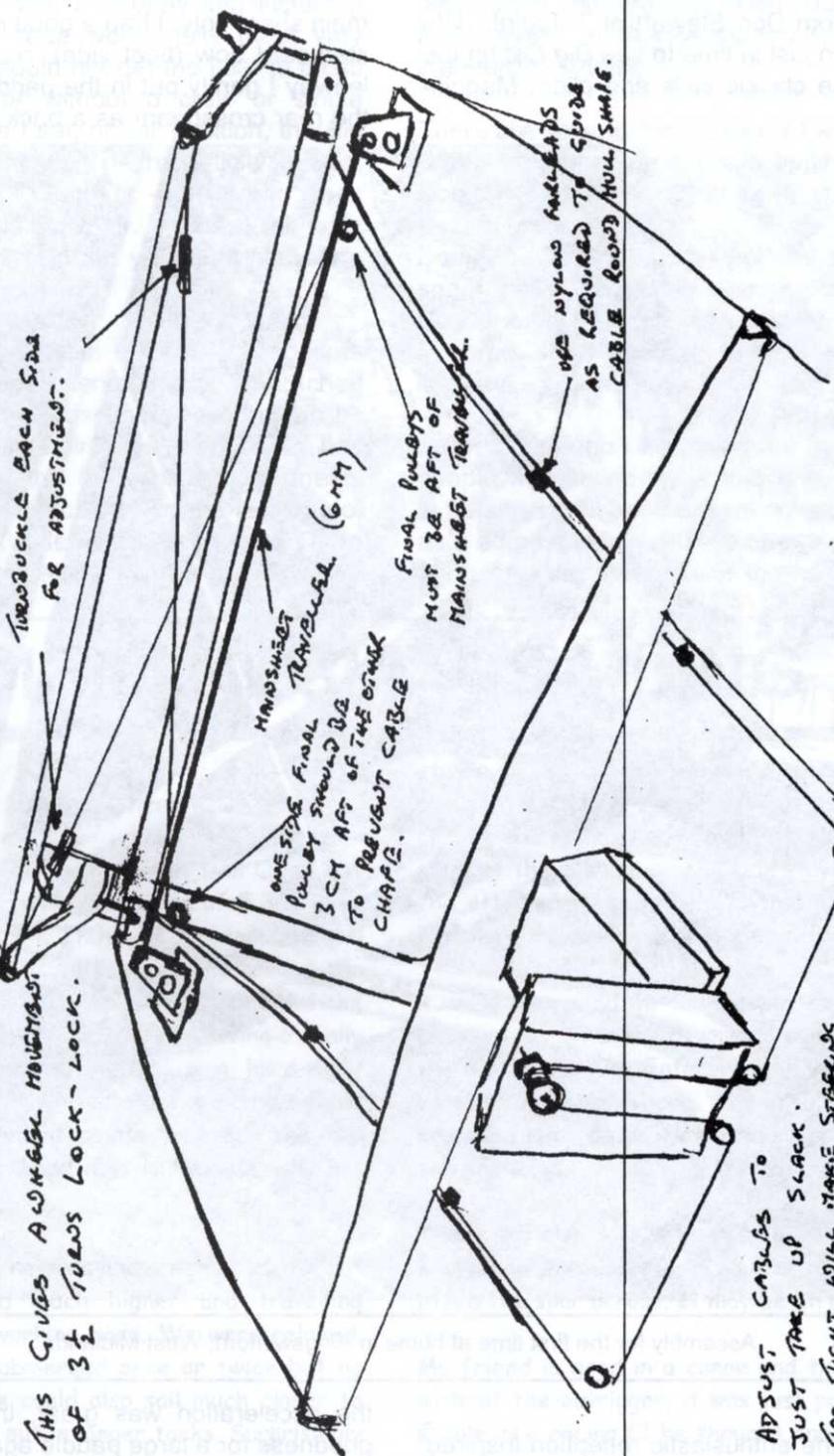
HINTS & GADGETS

Dave Weinstock's Hull Supports - originally designed for use with a Hitia 17, but applicable to most smaller designs.

Some people have expressed concerns about making hull supports for when the boat is being put together or worked on. This is what I have used. They need to be braced fore and aft when used and after they will conveniently fold away.



DRUM DIA: 8 CM (TURNED FROM SOLID NYLON ROUND STOCK 12CM DIA. THROUGH BOLTED 2 PLACES TO SPINDLE.)
 TURNS AROUND DRUM: 4 EACH WAY. CLAMPED TO DRUM AT CABLE CORNER.
 CABLE: 4MM 7 X 7 STAINLESS.
 DRUM SPINDLE: TURNED FROM BRASS STOCK (WOOD MAC) TO 25MM WITH 60 MM FLANGE FOR WHEEL BOLTS.
 PULLEYS: ALL MINIMUM 2" DIA.
 TILLER BAR LENGTH: 60 CM.



TWOBUCKLE EACH SIDE FOR ADJUSTMENT.

MAIN SHEET TRAVELER (6MM)

FINAL PULLEYS MUST BE AFT OF MAINSHEET TRAVELER.

4CM NYLON FAIRLEADS AS REQUIRED TO GUIDE CABLE ROUND HULL SHANK.

ONE SIDE FINAL PULLEY SHOULD BE 3CM AFT OF THE OTHER TO PREVENT CABLE CHAFE.

ADJUST CABLES TO JUST TAKE UP SLACK. TOO TIGHT WILL MAKE STEERING HEAVY AND CAUSE RAPID WEAR.

A 30 WCH WHEEL IS A VERY COMFORTABLE SIZE - GOOD HAS A NICE FEEL.

Colin

MELANESIA ~ No 17

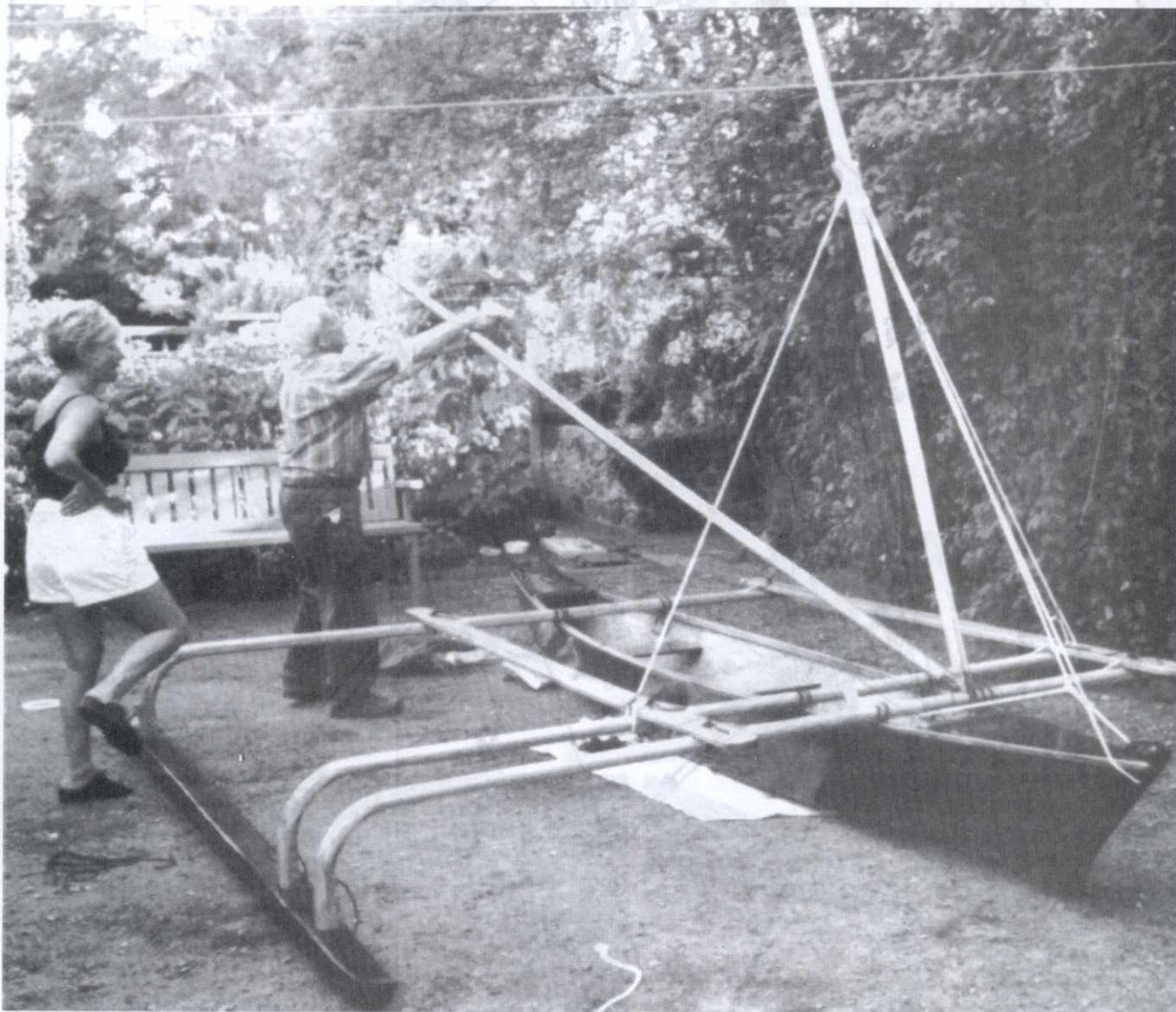
Ben Ridout, a long serving PCA member reports on his first sail on his beautifully built Melanesia. He brought her to the SW UK summer meet. The quality of the finish is outstanding.

Having driven from the Midlands through the night, collecting the sail from Don Stewart at Torpoint. We arrived at Southdown just in time to see *Big Cat* (in the distance) raise those classic sails and glide. Magnificent!

out a clue!

On page 7 the instruction drawings show how to use the paddle and sail. (I did try Hanneke!). I let the sheet go and paddled like mad to combat the magnetic attraction of moored boats and pontoons.

Eventually in a little clear water, paddle out, using the main sheet only, I had a good run with the wind on the starboard bow (float side), realising the considerable leeway I gently put in the paddle on the leeward side using the rear crossbeam as a back stop. The head fell off



Assembly for the first time at home in Kingswinford, West Midlands

Although very tired the enthusiastic reception inspired me and my Melanesia was assembled complete with a sail for the first time.

I was helped into the water, with my paddle, but with-

the acceleration was great, the beach close, thank goodness for a large paddle again! By back paddling I managed to gybe, again that instant acceleration. The return was a beam reach (float and paddle on the lee), I tried balancing depth of paddle with sail angle managed to get some good results several times, I did

cheat using the paddle to steer a little and used Steve's barge to stop.

Someone suggested that my grandson as crew could handle the sail. On several further trips round Millbrook I seemed to be improving. Had a side by side conversation with windsurfers who seemed impressed,

We then went (by road) to Cawsand Bay where we were staying. Getting off the beach using the paddle again into flukey winds and a choppy sea including powerboat wakes, she rode wonderfully (kept very dry) and very stable. I could not get the float to cross the wind, either with or without a crew or single handed no matter where I sat, or sail position, the *Big* paddle again! I kept thinking of the article in *Sea People*. No 37 by Jan Leendertz - the photo does show more space and flatter water. I think I will write to other Melanesia owners in the yearbook and compare notes.

I made the float hollow with 16mm ply spacers (bulkheads) to form compartments and also 'Knotched holes', in which my keyed crossbeams are held in by wedges. The force of jamming the wedges in has caused cracks, three of the fore end compartments were full, This was very noticeable on the last day of sailing although she still rode waves very well. There was little wind and drizzle set in. Time to go home.

Most of my time at Southdown was spent trying to handle and rig my boat with little time for a good look at some of the *dream machines*. However I did have a pleasant walkabout with Steve Turner, I had an exciting time but wish I had had closer looks at Tiki 26's and 21's especially the green 21 moored close to the slip. Is it wood or GRP (*Bert it is wood! - Adrian*)

I appreciate my Melanesia is very small in comparison with other boats but she is aesthetically beautiful, very sea worthy and forgiving. (*Bert your Melanesia is a joy to the eyes...oh that we could all reach your excellent standards - Adrian*)

There are several modifications I want to do:

- float strengthen up and seal bulkheads,
- bottom spar more curvature (to suit Don's sail).

Someone at Southdown pointed out the jaws of the spars were short, who ever you are you were right!. Buoyancy compartments would be good and I wonder if some short rubbing strakes would help reduce 'leeway'.

Some 50yrs ago I was intrigued by these craft and the people who sailed them; lost several tins of cigarettes in bets trying to handle them. We had some good food as a compensation prize. Hope to get to another gathering one day and join in the sail to the raft-up, the

MELANESIA ~ SAILING

From: peter bisset

Subject: RE: Melanesia heavy weather

I took the 'Besisika' out on the water at Dell Quay last night with a friend in force 4 with gusts of 5 and knee high chop rolling down from Itchenor. Upwind the hull shows an alarming degree of flex, especially around the attachments of the front cross members as gusts hit the sail, but nothing broke. It might be worth having a really good quality stringer, mine are knotless pine, hard wood might be better. I would even consider a narrow third seat between the attachment points to brace the hull sides more. On the other hand if it is flexible, why not flex.

An Enterprise was sailing near us and clearly had the advantage upwind, pointing much higher and travelling faster, with both crew working hard. We were relaxed. The float lifted up or submerged once or twice but no where near a capsize, we could also sail much closer to the channel edges and so put in longer tacks. Surprisingly little water came aboard. Sponge rather than bailer quantities.

My crew is a confident fellow and so could tweak the sail on every tack as we were head on to the wind, the paddle

stroke necessary to get round gives sufficient time to adjust the stays. Best performance appeared to be with angling the rig slightly into the wind, about 3 inch movement of the runners on the side stays so 11/2 inch lean at the attachment point, and with the sail high enough to have only minimal weather helm.

Running downwind we could easily outrun the Enterprise, pulling away on every downwind point with less than half the sail area. The Enterprise noisily planing along with surf flying everywhere. We gliding without fuss. My crewman lying down, flat on his back, eyes shut 'this is the life'.

There was also never an easier boat to gybe, very easy as I steered through the wind and my crew stood up and lifted the spar across. It may be difficult single handed..

My friend is good in a canoe and tried paddling the hull without the outrigger, it was just possible, and about as stable as a racing C1 he thought and with practice OK on flat water in calm conditions. With the outrigger he found the rear cross member interfered with his 'j' stroke but he could still power it along.

BOOK REVIEW

Buehlers Backyard Boatbuilding by George Buehler
Published by International Marine Publishing
Review by Dave Peak

Why did you buy/build/admire Wharram cats ?
For me some of the answers are, because they were different, unique, interesting.

If these sentiments apply to you, then you too will probably enjoy this book by one of the few designers willing to buck modern trends (along with JW).

First & foremost George is not a multihull man, his designs are primarily, heavily built in timber or steel. They also appear to be very influenced by Colin Archers (Norwegian redningsbot / lifeboat) designs. I also see a lot of Bill Hand design influence as well.

" If I could handle the bugs and humidity of the Caribbean I might consider a multi-hull. I like the shoal draft, I like the big deck, and I like the speed they can go in calm water. But because they have to be lightweight to work, they need to be carefully engineered and built which makes them very expensive for what you get. Because they're so lightweight, they don't have the displacement to carry all the stuff I like around me, and, they simply aren't robust enough to hit a log at night. And they're more stable upside down than right side up, which would worry me if I wanted to make a passage. So I wouldn't own one, although I can't help but get a kick out of James Wharram's big plywood cats!". George Buehler

So of what interest is he to us the multihull builder/owner ?
His designs seem to start with a fresh sheet of paper, no preconceptions.

- Would you believe a four berth 55 footer ?
- He's a great believer in great strength in a boat, but where

he scores highly in my estimation is in interior & deck layouts bringing fresh thinking rather than just repeating someone else's vision.

- I thought the book was worth the purchase (to me) just for his ideas on gas installation set up.
- "... the true craftsman is a rare bird; no more in tune with the Cosmos than you or I, just more patient..."

One review called it "the BEST "how-to" book since "Volkswagen Repair Guide For The Complete Idiot."

I might just agree, he leads you through a subject comfortably, easily, accepting that you may know nothing about the subject but not in a patronising way.

There are 160 pages of drawings and photos, and even complete plans ranging from a 28' cutter to a 55' displacement power boat

I first came across George's designs when I was considering a steel monohull back in 1989. Where he used to fall down in my estimation was that when he thought he had a good idea he failed to see any real down side of that idea. A "my way is the only true way" kind of mindset. He appeared to be a real hard head about his own designs (he was in his own words "a zealot", but having met him in person (at the Metal Boat Society Summer Meet on Whidbey Island approx. '90) he struck me as being a lot more flexible and open minded.

Can be bought from -

- www.amazon.com for \$ 20.76(US) {sorry no info on shipping costs}
- I couldn't find the book on amazons UK site, but if you call them mail who knows.
- Reeds Nautical Books +44 (0)1225 868821 £ 22.95 + £ 2.00(shipping)
- Kelvin Hughes

Sails

NOTE NEW
ADDRESS

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Torpoint
Cornwall
PL11 2DU

Manufacturers of Sails,
Dodgers, Covers
Repair Service
Sails for TIKI range
Spray dodgers for TIKI &
Classic
Export world-wide



Phone: +44 (0) 1752 813312 fax +44 (0) 1752 815465

DITTY BAG

An Old Boat Dies – Dave Peak

No she didn't founder or rot away; she is reborn with a new name, bound for new adventures.

Renaming a boat is a big decision. Some say **never** do it, it's just plain bad luck. But hundreds, probably thousands of boats are renamed upon change of ownership and I doubt much harm comes to them due to a change in name. Probably more harm comes from a skipper unfamiliarity with a new vessel.

Why do we change a boats name ? Well a boats' name is a reflection of its' owners thoughts, dreams and perception. So it's highly improbable that a second or subsequent owners thoughts, dreams & perceptions will mirror those of a previous owner. So in short it just doesn't fit!

How do we change a boat name?

Sand or peel off the old and slap on the new and be done with it ?

"SACRILEGE!" scream the purists! A boat is akin to a living thing, to be afforded dignity.

So to rename a boat with dignity follow the following steps.

- 1)Retire the old name with the formality of a launching
- 2)Pour champagne over the bows (saving a drop for owner & guests) while thanking Poseidon for his benevolence and for looking after "< old boat name here >" and her crew over the years.
- 3)Remove all traces of the old name (on stern, old log books, mugs, etc.) from the boat
- 4)Allow reasonable amount of mourning time (couple of days to 1 month see *** below)
- 5)Crack open another bottle of champagne and bless the new vessels name (still saving a drop for bystanders/passing blondes etc).

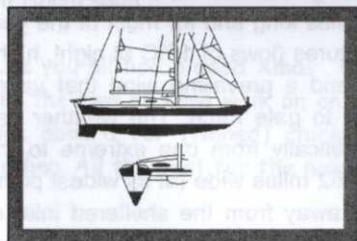
*** It's pretty crass to run off with your new paramour the same morning that you put the old trouble & strife six feet under (you get the drift don't you?). You wouldn't want the gods of wind & sea (and especially their wives) mad at you for being a bit cavalier about the business, would you ?

IMAGINE MULTIHULLS

POLYNESIAN CATAMARAN SPECIALISTS

MULTIHULL SURVEYS

By Steve Turner a.m.s.n.a.m.e.



Backed by 20 years specialist Wharram survey experience. Surveys prior to purchase. Damage inspections. Condition surveys. Valuations and reports. Inspection / Advice during construction.

Recent surveys include: Tangaroa Greece, Tiki 26 & Pahi 42 Portugal.

Twenty five years experience building, modifying and sailing many types of catamaran, including the OSTAR class winning Tiki 26 "**Sharing the Challenge**", record breaking Tiki 21 "**Cooking Fat**" (the smallest cat to complete a circumnavigation), Pahi 63 "**Big Cat**" and more than thirty other James Wharram designed cruising catamarans.

IMAGINE MULTIHULLS

2 Elm Park Millbrook Torpoint Cornwall PL10 1HD UK 01752 822846

NEWS FROM SEA PEOPLE

FRANCE

Nellie and Dominique Naulet

Hello,

Do you remember us? We are the French family who came to the get-together PCA South West Area meeting last year with our HITIA 17 and some photos of our TIKI 38. Well, we're making progress! Slowly, but surely.

As at today we have done the following:

- Bottom of the 2 hulls
- Motor supports
- Support for the forward mast
- Cockpit
- Rudders
- Ramp



We still need to tackle the beams, the masts, the pods and to line the second hull. The cabin on the 1st hull will be finished next weekend. It's really starting to look like a boat now!! However, it's just when you think that it's all finished that you need to start again on the other side!!! That's what building a catamaran is all about, but, as you already know, it is 3rd after TIKI 21 and HITIA, so we are keeping our chins up. Up to now we have spent nearly 900 hours on the construction. (Excluding the hangar, which we had to completely

rebuild twice due to the storms and patch together countless times. However, we don't seem to have had any problems with it for a while now).

So far, we have spent around 42,000 FF (Francs) on the following:

- Plywood
- Resin
- Tools
- Paint rollers etc....

Enclosed are some photos of the cockpit (which was done this winter), the bathroom, and some of the whole boat.

Kind regards to everybody and I hope we will see you soon

Our HITIA 17 is for sale.

MALAWI

NOTES FROM A LARGE CONTINENT

Tropical Islands, A TIKI 26', blue sky and a light breeze. Where could this be? It, in fact, describes the venue for Malawi's very first P.C.A. meet which went ahead with 100%. Yes last week Malawi's 2 P.C.A members met on Malawi's sole Wharram Catamaran at Cape Maclear National Park.

TIKI was built on Lake Victoria, as Margherita, and bought by her current owner, Jacques Roman, in Dar es Salaam. He trailed her 1,000 miles to Lake Malawi, which is no mean feat as any one knows the state of the roads (and drivers) in this part of the world could testify. Since 1999 she has been the most graceful and elegant sailboat in the Lake (a point unanimously agreed upon at the meet!). The other two members, Brad Long and Lucy Stone, are Wharram wannabes. They arrived in their 1950's steel motor boat that has been painstakingly renovated since being bought as a derelict from Malawi fisheries.

The main subject of the discussion was the Pros (no Cons could be conceived) of sailing Wharram catamarans on Lake Malawi. The lake is 365 miles long and for most of the year basks in pleasing temperatures (lows of 15°C at night, highs of 30°C during the day) and a prevailing wind that varies from non-existent through to gale force. The weather can change quickly and dramatically from one extreme to the other but the Lake is only 52 miles wide (at its widest point) so you are never too far away from the sheltered inlet or sandy bay. Crocodiles are very rarely seen, except at river mouths so the water is ideal for swimming and diving as well as fishing. It's a mystery why there aren't more yachts of any type, on the Lake.

There was a touch of irony in this discussion as all three members are planning to leave. Jacques hopes to sell TIKI (via Scott Brown), by June before going to Suriname (with dreams of building a larger Wharram) and Brad and Lucy have also put their boat up for sale in the hope of widening their horizon with a Wharram and the Indian Ocean.

Before they part company I'm sure many more 'meets' will be arranged (every week end!), so if any one is in this neck of woods (?? - or what the heck, make a detour) please do join us for some of Jacques' special 'disinfectant' (Cane spirit and lemon juice on ice). Jacques can be reached by email eudelmwi@malawi.net and Brad and Lucy, based at Nanchengwa Lodge, can be called on 265 584 627.

The Malawi's PCA

UK

Dave and Jane Hender keep up the diary comments by e-mail whilst cruising on Big Tiddles, their modified TIKI 31

Subject: The Trip across

Dear all,

Thanks for all your messages. 38 days 12 hours and 30 min. at sea! It wasn't all horrid! The first week we did 1000 miles. Then we got hurricane Lenny aftermath-that was horrid. 24 hrs lying to the sea anchor and then a week of SW gales. A week of slow progress then another week of non movement. We dug a groove in the Atlantic now named the big Tiddles trench! Fortunately the last week we made good progress. The highlight had to be spending five hours with four huge whales - who cruised along showing as much interest in us as we did in them - magic!

Antigua is beautiful. We spent a week recuperating in uninhabited Nonsuch Bay, where we were shown great kindness by the other yotties anchored there. Great rosbif and French cheeses and wines not to mention the lobster. The highlight to date was meeting Phil on Dunlin - last seen in Portugal 3 years ago. We are now in Falmouth harbour at anchor off Pigeon beach surrounded by megayachts complete with helicopters! Everything is very expensive here including computer time so will finish soon.

Hope you all had a good Xmas. Ours was pretty special, just the two of us-a walk on an uninhabited island then back aboard for (tinned) chicken pie and mums Xmas pudding. All the best for the new year.

Subject: Big Tiddles News.

A précis of recent events. Antigua left a lot to be desired - fourth world country with four star hotels scruffy and neglected with lots of slums and burnt out cars. The natives are surly. Barbuda to the north is a sand dune. We had an 11 mile pink beach all to ourselves-not even a foot print! It was great to get buzzed here by DERRY SOUTH to Guadeloupe and the Saintes, which we

enjoyed very much. Plenty of good walks and met some very green iguanas - they're impressive. The French Isles are lush and well cultivated and the people friendly. We enjoyed speaking French and eating Camembert. Also spent some good times with Alan and Glenda on Rush - first met in Porto Santo. Martinique and a good reunion with drole d'oiseau -the French islands take some beating.

Last week's highlight was catching up with Ariane and Fritz, our very good friends from Storcks Lagoon Culatra. Lots to talk about. Now enjoying Grenada - friendly people and beautiful countryside. Had an excellent day sail on Ziska, a restored Morecambe Bay Prawner. Exciting stuff. Laid flat in squalls almost! Grenada is too hot!! Heading north again soon, then east to the Azores more news then.

p.s. It's funny, swimming doesn't seem so appealing since I heard that the locals catch sharks EVERY night off the nearby quay!

Subject: We're back!

Big Tiddles has landed. An uneventful crossing apart from the starboard rudder trying to leave home, two of the pintle straps being decidedly worse for wear. The weather gods were kind to us on this trip because we had a good slant. We decided to miss the Azores on this occasion and just keep going - a good decision as the wind stayed favourable. Only one day of force 7 very wet (Yuk. This computer isn't very good at punctuation or is it the operator!) It was 31 days Barbuda to Culatra. It took that long to reach the Azores last time. Enjoyed fresh fruit and vegetables in abundance. Jane played fruit bat and ate a whole kilo of fresh figs (sorry Dave!). Jane got a standby flight within five mins. of arriving at Faro airport. Dave is now entertaining Jo and Phil in Portugal. Jane arrived in England yesterday in time for aunt and uncles diamond wedding and granddaughters first birthday we haven't met yet. Dave should arrive in UK in about three weeks.

Dave Peek - A Pilgrims Progress

Here's just a quick note on "Pilgrims" progress. No I'm not plagiarising Chaucers work just a quick note to inform you of the progress of "Pilgrim" my PAHI 31.

- 1)Fore & rear deck rot repaired.
- 2)Rear Beams inspected /repaired/replaced
- 3)Front beams inspected/repaired
- 4)Small rear cockpit removed and two cockpits combined into one (as recommended by Steve T).
- 5)Hulls repainted
- 6)Replaced all standing & running rigging
- 7)New 9.9 Yamaha 4 stroke engine purchased

Still to do (in no particular order) –

- New bottom paint
- Retire old name
- Re-christen boat with new name
- Install new engine setup
- Repaint decks (may not happen before launching)

I had hoped to have her ready in her new livery and new name for Solent & Channel Isles Rallies, but Solent is definitely not on. It may be next years events I get her to.

John Whalley on Tirla (modified PAHI 42) sent the following e-mail update on his long term cruise.

Subject: Wet fish!

Anchored beside an olive grove in Meganisi, Ionion, Greece

Just a few fish I caught today!
I'm using a different technique!

Up to now we have managed to catch almost no fish at all. No doubt you have heard that Greece has had a big heat wave, for us its been no problem as we always got some sea breezes. In fact no more that 40C in daytime.

We have just had a cold front go through and the "new" weather has taken away the Sahara warm air that was hanging around causing the hot spell. Our second long stay crew, Allen and Olwyn left as planned last Saturday after nearly 70 days aboard. It was great fun and worked out well. The two hulls are like two boats and makes these sort of "stays" no problem. They did some 600 nm around the Greek Islands with us. We now have Jackie, Alice and Sophie aboard for two weeks, friends of ours from the "Norwich" days.

We are in a bay at Meganisi, Ionion. Unlike the western Med there are many quite places to anchor even in the high season.

Wasps were a problem in some bays. However, the rain seems to have killed most of them, it seemed, perhaps their nests were flooded. Many of the small islands have recently had bulldozers cutting "roads" by the shore and through the ancient groves and stone walls. The crew has gone ashore and are walking on one of these to the nearest village of Vathi so the girls, Alice and Sophie can indulge in the cyber cafe. This consists of a notice on a black board announcing an "Internet cafe", an old table and chair plus a 160mhz machine and a slow land line!! ALL OUTSIDE.... Its £2 an hour ... They want to surf the net and so using our portable phone link to London is too expensive.

Must rush I've been ordered to do the washing up before they get back!

ISRAEL

Yoav Ktalav brings us up to date with news of Raka

Subject: Engine+ Autopilot

Hello every body:

I was looking for a Yanmar diesel engine for some years, it seem the only power to weight diesel acceptable for our Raka. The question of weight is very high on our agenda but the reason we didn't buy it for so many years was it's price. It so happened that at the same time that our 5 year old Mariner (one over whole in between) gave up completely to the very low pH water in our harbour and simply disintegrate and I came across an old Yanmar 18 + Sillette catamaran drive at a very low price. I manage to connect the leg to the steering rods vie cable, which is under tension when the leg is lower. The steerable leg made big different in control of the boat in tight water for the first time we are able to turn the boat on the spot (no wind) and I was happy but after one and a half years use the autopilot gave up. It seems to me that the reason apart from the age of the pilot is that when the engine is connected steering is much more difficult. To correct this I made a quick release for the engine from the steering mechanism and now if we have to motor our way in the many calms we have here I disconnect the engine. And the wheel is as light as under sail. But the autopilot (Navico 4000 14 years old) is gone.

USA

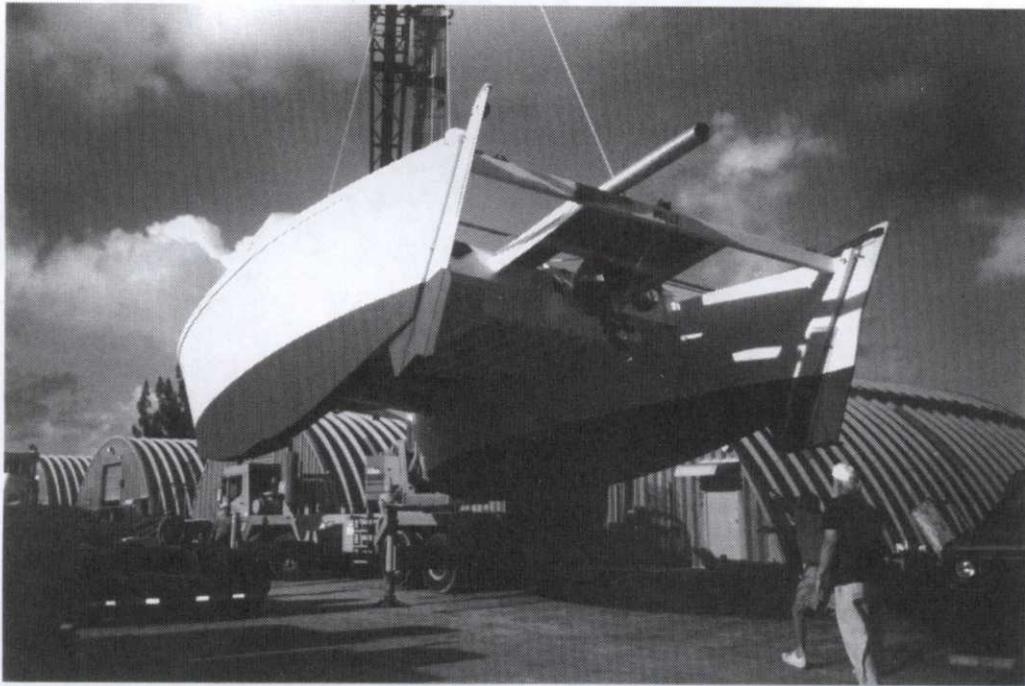
News from Florida, USA - Roger and Marney Ayres

Enjoyed your magazine 38 including Jim's comments and two new designs - oh no! After 2 years of building, did I build the wrong boat? Both new designs look great and worthy replacements for the ORO, at last!

News from Florida is that after 2500 hours of blood sweat and tears (thank you Winston Churchill) "Holly" hit the water, bounced up and floated right to her marks. She is a modified Tangaroa MK IV stretched to 37 feet and Jim the crane driver tells me that with mast and rigging on board and most of our cruising gear and tools, she weighed in at 6500 lbs - I don't know what in kilos (*try 2955 kilos - Adrian!*) So I was happy - no, I was ecstatic!

It was quite a convoy from the yard to the water. We had two police cars with flashing lights, one truck with flashing lights, one flatbed truck plus catamaran with flashing lights, and a fifty ton crane (no lights!). Marney named her with a half bottle of California's finest champagne (not much cash left by launch day!) and the builder sighed a huge sigh of relief.

Then came Irene! A week after launch, with Holly sitting on her mooring in Miami, Irene blew in out of nowhere and gave



us 20" of rain and winds over 90 mph. (Thank you God!!). We were lucky and only lost our Bimini sun awning (a trifle \$300) plus a little paint damage. But as I say, at least when you've built your own boat you can always fix it!

Building costs are so subjective but in our case \$25,000 saw us in the water with new outboard and working sails.

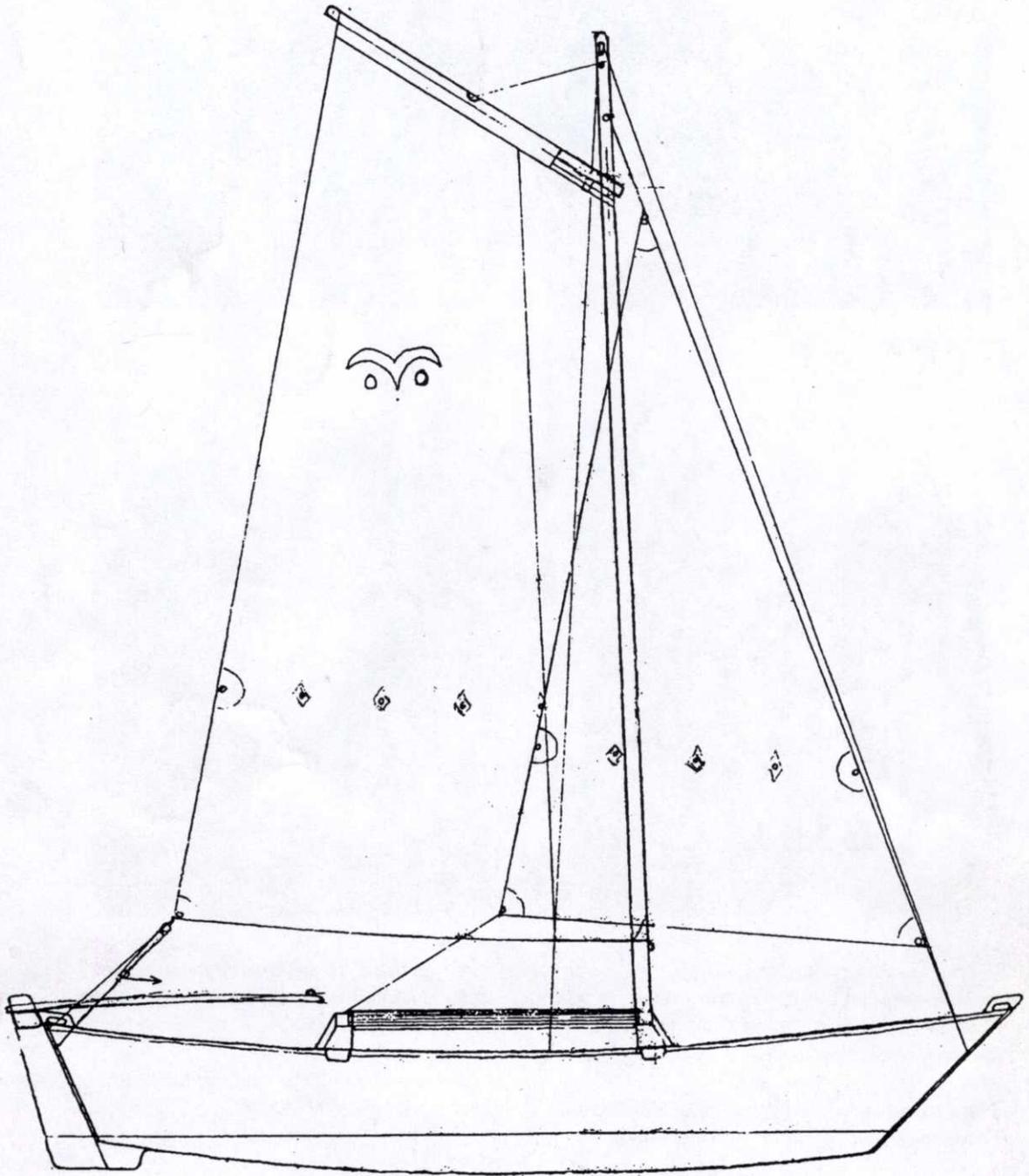
Also add:

- Commute to building site 8000miles
- Lunches packed 400
- Sneakers 3 pairs
- Straw hats 3
- Gallons of ice tea 300
- Orbital sanders 3
- Softpad sanders 2
- Injuries 1
- Ant bites numerous

Cans "cruiser" beer enough to float the boat
No excuses left now, we have to go sailing. Biscayne Bay here we come!

PS Anyone wants to contact me for a chat on building, I am in the membership book.





14 foot high freeboard "one off" seen at the SW summer meet.