

The Sea People



BUMPER ISSUE
48 pages of your favourites:
Sailing, Building, Modifying
the best cruising catamarans in the World

The Sea People

Magazine of the
Polynesian
Catamaran
Association



© PCA 2001

Contents

View From The Helm	3
TIKI 21 ~ Mahi Mahi	4
HINEMOA ~ Sealark	6
Adriatic Meet	10
PAHI 31 ~ Dignity	12
TIKI 31 ~ Bobbin	15
TIKI 21 ~ Humalong	16
TIKI 31 – Yellow Cat	18
Solent Meet	22
North East UK Meet	24
UK Summer Meet	25
Tangaroa MKIV – Holly	29
Austrian Summer Meet	32
TIKI 26 ~ Wayan	34
PAHI 42 ~ Sundowner	36
TIKI 38 ~ Build	38
TIKI 30 ~ Sophia	40
Deck pods	45

Editorial Team: Adrian
Assisted By: Scott, Steve, Annie and Sandy

Front Cover Photo:

Adrian, Scott & Steve on Chris Dunn's charter Pahi 63 'BigCat' at Ocean Village in Southampton for the 2000 PCA AGM. Scott skipper the boat for Chris.

Scott Brown Multihulls



INDEPENDANT
Wharram Catamaran
Brokerage

Boats currently for sale

Include:

	Model	Number	Asking price
Hitia 17	4	£700- DM6.5k	
Tiki 21	3	Eu4.5k- £4k	
Hinemoa	2	£2.5k	
Tane	2	£2.6 - 9.95k!	
Tangaroa hulls	1pair	£7,000	
Tiki 26 GRP	2	£10.5k	
Pahi 31	1	£10,500	
Tiki 31	1	£15,000	
Tane	2	\$12,500 & £9k	
Tiki 30	1	\$30,k or offers	
Tiki 38	1	£36,850	
Pahi 42	2	£30—38k	
Pahi 63 (PRO)	1	Contact me.	

Carbeile Mill, Torpoint

Cornwall PL11 2NW (UK)

Tel: +44 (0) 1752 812777 fax: 812888

Scott.Brown@multihulls.uk.com

Up-to-date list with prices,
photos, inventories etc on:

www.multihulls.uk.com

or posted "snail-mail"

THE VIEW FROM THE HELM

The committee that was established in 1992 is passing on the "baton" to a new PCA.

Adrian Honeybill – Commodore

I started working on Sea People as assistant to Andre Viljoen, following the PCA AGM in 1991. Bill Timkey had persuaded me to attend my first AGM and Andre found that I used a word processor. The first magazine I acted as sub editor was Sea People No16. This edition, No 43, is my last effort. Hopefully you will enjoy this edition for years to come. I have come across copies of Sea People tucked away on board Wharram cats as well as those put on book shelves for a rainy afternoon. I have never heard of any member throwing any away. They are always treated as pieces of knowledge and are the living chronicle of life with (and sometimes living on) Wharram catamarans. This edition is certainly a landmark in the life of the PCA.

The new committee, elected by the world-wide membership, will be working from a blank canvas; the membership is 560 and the finances are healthy. The PCA will now make an evolutionary step as it re-organises to meet the changing demands of our world.

Legislation around the world is changing daily and affecting the way we look at sailing our catamarans. It is not only with changes in trade legislation (the European Union Recreational Craft Directive is there to ensure free trade, not to dictate safety standards!), but how we communicate that will change the way we sail. Here in the UK, the VHF marine radio will disappear as a fully supported communication media in 2005. It will be replaced by a digital system based on the commercial maritime system. Satellite based communication is becoming more affordable. Even e-mail is now being sent via satellite! So you are thinking "I don't have anything to do

with this, it is beyond my horizon". It may be beyond yours, however other members are using the very latest methods on a regular basis when at home AND when out on long term cruises.

We receive at the PCA office regular updates from members in remote parts of the world, connected on e-mail from web café's. The world is shrinking and communication is making us all aware of issues, trends and events quicker than ever. With over 50% of the membership connected to the web (and this figure is steadily rising every year), we are ahead of the general population (estimated that 25% of UK population have an e-mail account, at home or business).

As an association we are changing, far beyond the original vision and purpose when the Polynesian Boat Builders Association was founded in 1968. Today under 20% of members are builders, and under 35% have bought plans or "Wharram Built" boats from JWD. I am typical, as I am an owner of a pre owned TIKI 26. The only time I bought anything from JWD was for the Design Book, some study plans and other miscellaneous papers. Like all of you, I am a member and have been dependant on the PCA for support, help and friendship. It is the ONLY organisation which has given these elements.

My thanks to all of you who have sent messages of support over the last few months. These make all the difference to us "at the coal face". This period has reflected the old adage "The objective is to drain the swamp, but one can loose focus of this when the alligators are snapping at your back-side!" There have been significant numbers of you telling us (Scott, Steve and myself) that we are doing a good job and, regardless of external issues, to keep going as committee members. However, after 10 years of duty (and enjoyment), we have all felt that it is time to hand on to a new committee. All the best guys!

Adrian Honeybill, a vote of thanks.

Since joining the committee in 1991 Adrian has selflessly worked for the interests for the PCA & its members, acting as Treasurer, Assistant Editor, Editor, RYA representative, Mocra liaison, Commodore, and generally enthusiastic all round good guy!

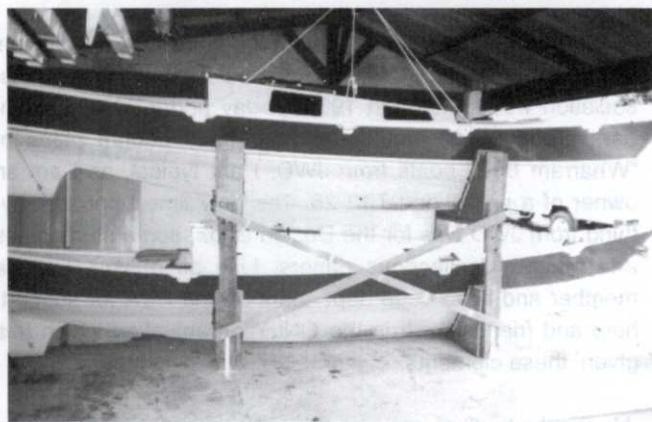
Many thanks Adrian, you leave a big pair of shoes to fill...

The outgoing committee.

TIKI 21 ~ MAHI MAHI

Daniel Green living in the Philippines with the story of his Tiki 21.

After successful trials of my new Tiki 21, Mahi Mahi on Taal Lake in the Philippines, it was time to start the trip I originally built her for. January 2000 the boat had it's first taste of salt water in Anilao, Batangas followed by a short trip to the beautiful natural harbour of Puerto Galera. Six weeks followed where little sailing was done mainly due to unseasonably bad winter weather thus forcing me and my crew to spend undue amounts of time in the friendly bar at Puerto Galera Yacht Club.



Doubled up storage, with the hoist slung from the roof structure.

With the weather abating it was time to start island hopping down to Boracay. There followed some of the best sailing imaginable, Force 6 with up to 2 meter waves making for excellent surfing conditions. Hitting 11-12 knots was common and occasionally scary on the bigger waves but hitting 15 knots while overtaking wave after wave was almost heart stopping. A few much deserved stiff drinks were consumed after my arrival and thoroughly enjoyed.

The islands of the Philippines are truly delightful. White sand beaches, coconut palms and extensive coral reefs make up much of the scenery one will see while cruising. I say coral reefs since it is often impossible to miss them and their beauty whether snorkelling or accidentally running into one. Anchoring requires attention so as not to damage the reef but also to prevent wrapping your anchor line around a coral head thus making anchor retrieval difficult and time consuming. Another advantage is the friendly nature of the people one encounters while travelling. Many of the locals are simple folk engaged primarily in fishing and farming to make a living for themselves and their families. One of the great experiences of being on a Wharram is arriving not only on a small boat but also one that looks like their locally made 'banca's'. Few believe the distances you have travelled (not far by most yacht standards) and few believe you, as a foreigner, built the boat. Respect just for arriving is almost guaranteed.

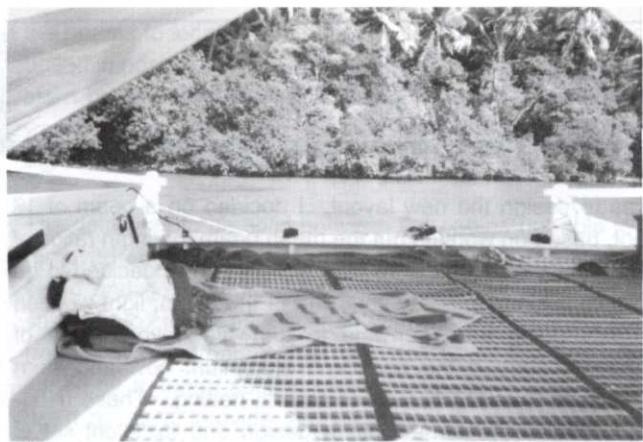
One the most enjoyable encounters was sailing from the tropical tourist island of Boracay to the remote island of Semirara. This was to be an overnight stop on the way over to Basuanga, a well-known wreck dive area in North Palawan. After an eventful sail around the large surrounding reef including being hooked by a fish trap and the jib halyard blowing out, we arrived in what first appeared to be an exposed harbour. Fortunately with a shallow draught the reef could be traversed albeit only 6 inches below the keels. A gentle sail up onto the beach, anchors down, paradise found. Two families lived under the shade of coconut trees at the edge of the beach. Little did I know I was the first foreigner to ever visit this place (according to the grandfather whose family at that beach went back at least five generations). We bought fresh fish from the grandfather, another family member went by small boat to collect fresh water for us from a nearby stream and we traded local shells for fine Filipino cigars. This was all very surreal, we stayed for 2 days, this time leaving with only an inch of water below the keels. This sort of welcome is quite common and in 3 months of cruising we never encountered any form of hostility.

We sailed on to Coron in Basuanga at the top end of Palawan. This part of the Philippines is often referred to as 'the last frontier'. The area comprises tropical sandy cays and islands together with mangrove 'jungles' and huge rocky outcrops making for some very diverse cruising and stop-off locations. It's even possible to take a side trip around an African type game reserve, complete with giraffes and zebras. There are several good anchorages but none better than Maricaban Bay Resort located in a well-protected bay offering several mooring buoys, thereby protecting their reef. Although remote, their recreational facilities are superb and come as a great relief after days of living aboard. Few supplies are available but may be obtained if requested.

We brought the trip to a close at this point, it was simply too hot to continue with the trusty NE wind beginning to fail before it's two month transition to the SW. We'll see what the 2000 rainy season brings but by observations so far, we could be in for some big typhoons.



Mahi Mahi with the deck tent raised



Underneath the deck tent

We have to wear oilskins sometimes...



Starboard hull with tent up

Yeeeess!



HINEMOA ~ SEALARK

Rob Sheridan gives his Hinemoa, 23 ft LOA, a new lease of life. Beams, cockpit, mast and mainsail are all upgraded.
Hinemoa rebuild – Ceremony into SeaLark.

I had been planning to widen my Hinemoa 'Ceremony' ever since I bought her in May 1997. Several job and house moves later I gave up waiting for the right time and decided to crack on regardless over the summer of 2000. I chose the summer to get better weather for epoxying and more day light time to work in.

One of the drivers for doing the widening was having been rafted up at a Plymouth meet to 'Sebastian', a Hinemoa which had been widened to 12 feet; When balancing with a foot on each hull and transferring my weight from hull to hull I found that 'Sebastian' moved much less than 'Ceremony'. I also wanted to improve the deck layout to eliminate water coming up between the deck and hull (I favour a solid deck between the cabins), to add some self draining deck lockers and to move the outboard nearer to the middle of the boat to help reduce hobby horsing.

'Ceremony' had also been under powered under sail so I decided to change her to a Tiki rig and ordered a new mast and main sail at the same time.

To reduce build and maintenance time I decided to go for aluminium beams. This coincided with Dave Hender refitting 'Big Tiddles' and I was able to buy his old mast which gave me a 32 foot, 5 inch aluminium tube. As this tube is over specification I then had the option of changing to two main beams as I would also be fitting bow and stern beams which would share the compression loads.

The original plan had been to do the refit in Millbrook, but the weather conspired to ensure that I did not get down there so I had to get the masts up to Hayling Island where I was taking 'Ceremony' out of the water. Steve Turner very kindly arranged for the masts to come up to the Hamble as deck cargo on Mannini Pahi from where I shipped them round to Hayling Island where I was doing the refit (quite interesting sailing a 23ft Hinemoa with a 32ft mast strapped to the deck through a Force 5/6 and a Solent chop).

It was time to start the work. The first stage

was to design the new layout. I decided on a beam of 13 foot, based on working out the mean beam to length ratios of Tiki's. As the beams were over specification I decided to go for two main beams at either end of the cabin, light wooden beams going from gunwale to gunwale beyond each of these to support the deck and aluminium bow and stern beams to take the compression and netting. These nebulous ideas were turned into a design and excellent set of drawings by John Barker. These drawings were essential as I had decided to get the main carpentry done professionally to save time.

The main beams are in Iroko chocks and fixed to the hulls using lashings with large plastic dinghy fairleads screwed to



Top: Beams removed, chocks in place, ready for repositioning to new width.

Bottom: Hulls set to new width, an extra three feet!

the beams to locate them laterally. The two light beams are bolted in position, which also locates the hulls. The bow and stern beam fixings have not been finalised yet (who said I would ever finish?), currently they are bolted but I am thinking of chocks and lashings.

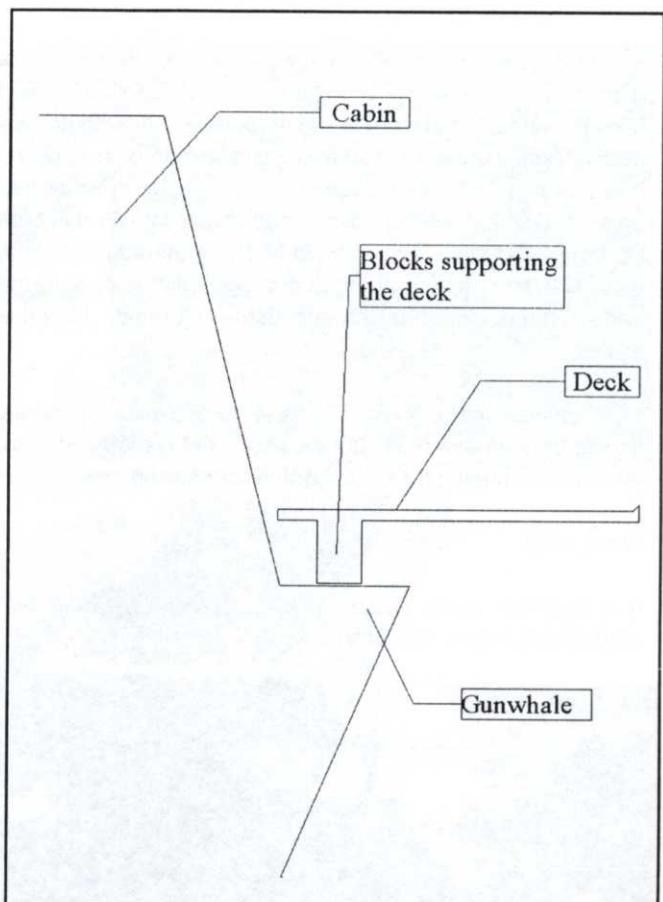
The deck was to be solid between the cabins but able to be removed and replaced with netting in case I have a rush of blood and go offshore. To support the deck/netting an H shaped structure was designed with the two verticals being troughs which dropped over the main beams which were joined by a centre section of two webs which were spaced apart so as to provide wet lockers and an outboard well. This H structure was epoxied into a single piece, but is light and narrow enough to be placed on top of the cabins if the boat were ever disassembled for transporting. Webbing straps are used to hold the H section on to the beams (see photo of finished deck) and an old wet suit was dismembered to pad the inside of the troughs.

The mast step sits on the top of the forward trough on a piece of iroko which extends to the forward light beam so as to spread the mast loads to some degree.

The centre deck is higher than the original which meant that it could be extended over the gunwale which means that water is deflected rather than splashing up onto the deck (see diagram). A series of blocks glued to the underneath of the deck rest on the gunwale to support the deck.

In front of the forward main beam is slatted decking to give a firm working area all around the mast and good place to lash the dinghy to. As I have aft facing hatches I have a solid deck aft of the rear main beam the end of which is level with the rear edge of the locker hatch. This aft decking gives a safe and dry passage out of the cabins and as it is built as a shallow trough the mainsheet can be left in it without being in danger of washing out.

Inevitably the work took longer than expected, not helped by finding that I need to grind right back and re-epoxy one of the hulls below the water line, which entailed turning the hulls over (the joys of a small boat - no equipment was

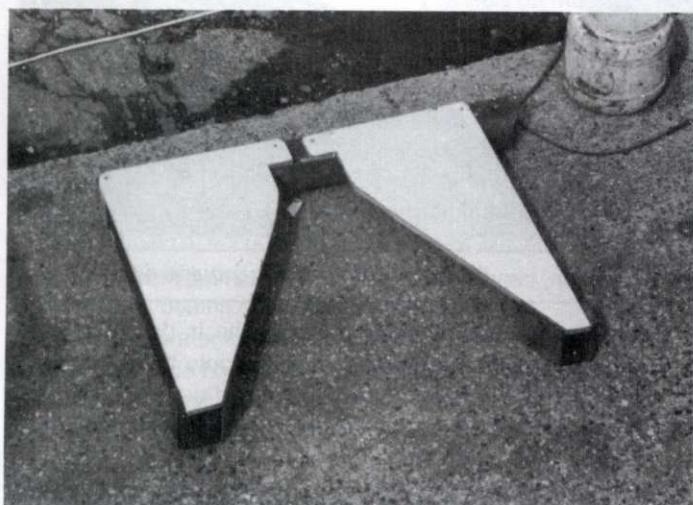


needed to do this). Other, especially monohull, people in the yard were somewhat disconcerted by these radical (to them) changes and time was taken up with chatting.

The chocks were made out of 3 one inch wide pieces of iroko glued together with the grain of the middle piece running counter to the other two and a capping piece to seal the grain. I had the chocks made over size to reduce the risk of the epoxy joint failing. Each pair of chocks was made initially as a single piece and the hole for the beam was cut using a router and a template after which the block was cut in half to make the two chocks and the cap glued on. The bottom corner of each chock where it met the deck/cabin joint was cut off to provide a drainage channel and there was also plenty of clearance under the beam.

One of the trickiest things was lining up the hulls when fitting the chocks. This took a long time and a fair amount of gentle nudging, but this is one stage you can not hurry. To enable the hulls to be lined up they were each supported in two chocks which had bases made out of the old beams. These chocks were laid on top off on old sleepers which meant there was low enough friction for us to be able to slide them around but not so low that they could be moved inadvertently. We measured the diagonals (port bow to starboard stern and vice versa) as well as the gap between the centre line on each hull and ensured that the decks were horizontal using a spirit level on one of the new beams laid across both hulls.

Eventually I decided that she was good enough to launch and go sailing (This was also part of the plan as I wanted to try things out before finalising deck layouts and painting). I



Chock for Hinemoa made out of old solid deck and deck beams

had also decided on a new name as I felt that she was now a new boat and so on 20th August 2000 'SeaLark' sailed from Hayling Island round to my mooring in Portsmouth harbour. There were 4 adults and a 3 year old on board and we had a gentle sail round to Southsea where the wind picked up to a SW four giving us a broad reach into Portsmouth Harbour. Ceremony would have been on the edge of being overpowered (I had a huge Genoa up which sheets to the back of the cabins) but SeaLark just accelerated - big grins all round.

I still have a lot of bits and pieces to do as well as generally tidying up the paint work, but these are details for next summer - here's hoping for some good winter sailing.

The verdict:

It is definitely worth doing, SeaLark is a faster, drier and more stable boat than Ceremony.



Aft deck section showing web straps.



"H" section being glued up. Beam chocks and lashings can be seen, beams still to be cut down to final size.

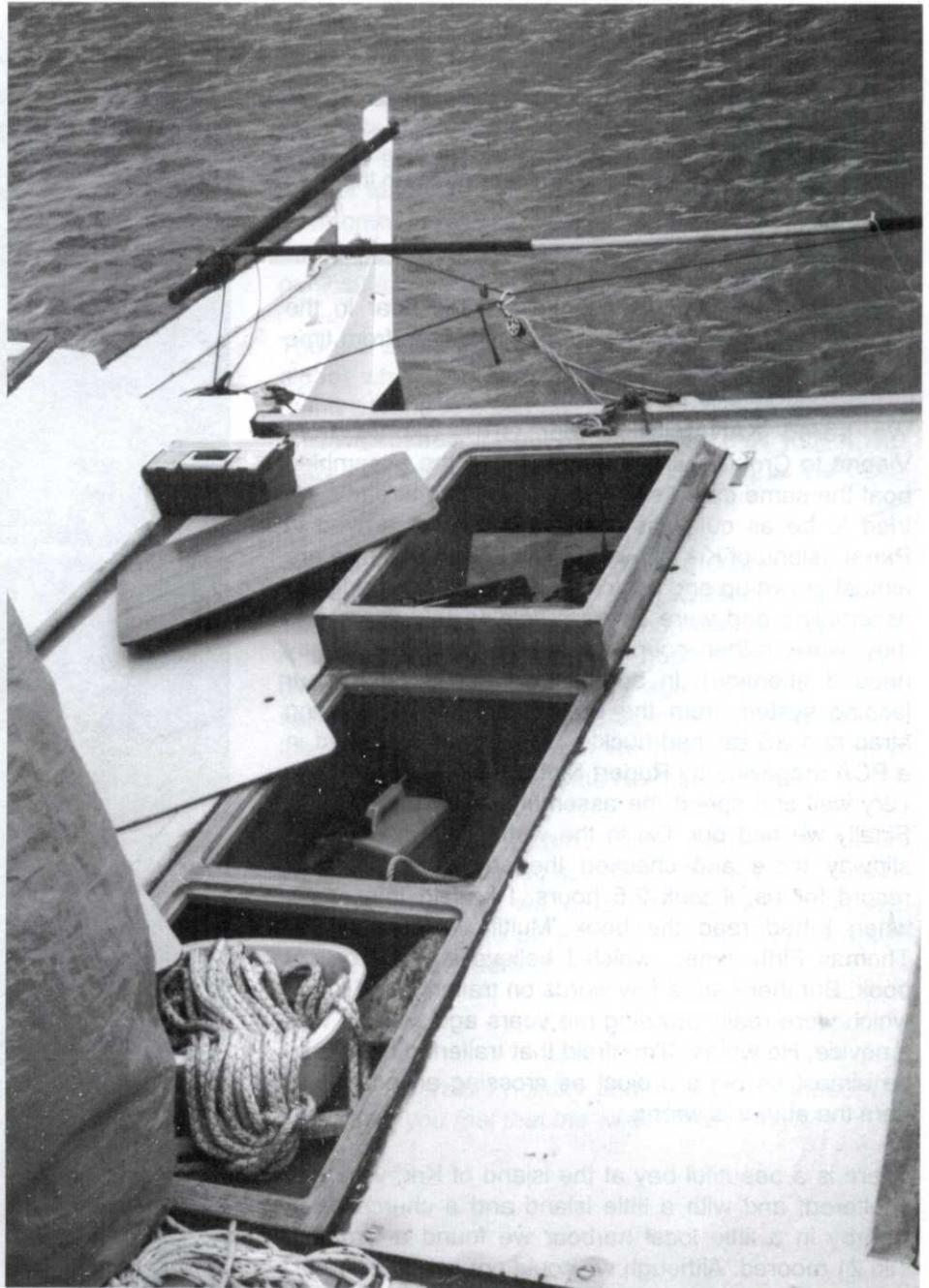
- I can now short tack up the Fareham channel without worrying all the time about whether I am going to get through stays.
- Three of us had her out in a Force 5/6 off Portsmouth where there is a vicious short chop. We got her up to 9.5 knots without pushing her unduly (though spray was coming the length of the boat), if it had been flat water we would have done even better. When we reduced sail we were doing 6 knots and staying dry.
- In winds where there is no spray she is dry as we no longer get much less water slopping onto the deck from wave action (I need to put some sort of gasket round the gaps for access to the lashings and possibly a small spray deflector aft of the mast).
- The wet lockers are brilliant for storing warps, halyards, the anchor and fuel ensuring that there are no fumes in the hulls and they can be accessed quickly.
- Having large beam chocks which are epoxied to the deck

and the cabins makes them strong and also gives a useful space between beam and cabin to temporarily store large things like warps and washboards.

- The centre deck is now 6 foot by 6 foot which gives me the option to sleep on deck (once I have a deck tent, it gets a bit damp and nippy in the UK).
- I believe in the KIS principle so have a fixed outboard well rather than a raising mechanism. This does mean that waves occasionally catch the bottom of the well, but for the sort of sailing I do it is worth the inconvenience. We seem to be getting less/no cavitation going through rips and chop (Portsmouth harbour entrance on springs) than before.

Lessons learned:

1. It was a good decision to sacrifice most of the summer to do the work, it would not have been finished without the long evenings plus I did not have to worry so much about temperature and humidity when doing the epoxying. The only alternative would be to rented indoor space.
2. Get the boat close to your home/place of work so that you can do jobs in weekday evenings and minimise time spent travelling, I spent a lot of evenings down at the yard.
3. Find a friendly yard, it makes all the difference when someone will give you a hand when you are struggling with a job.
4. Plastic putty knives from your local DIY store make excellent tools for squeegeeing epoxy.
5. It is worthwhile spending time on doing proper design work, including reviewing in detail what is proposed. The only problems encountered were when we had not reviewed the drawing before implementing it.
6. Aluminium beams double up nicely as cleats:-)
7. Make sure water can not pool behind your chocks. If you need drainage holes make them a good size so that they do not block easily.
8. You need to exercise a little patience when switching from a Bermudan rig to a Tiki rig (in 20 odd years of sailing I have only ever sailed with a Bermudan rig).
9. Make sure all your halyards are prestretched at the very least, I was 'making do' and it did not do !!
10. Be focussed and do not get side tracked into non build



Safely on mooring in Portsmouth Harbour. Deck lockers and outboard well opened for access.

activities, I weakened and took up some offers of sailing trips which made me later completing than I hoped.

11. It ALWAYS takes longer than you think (why do I relearn this every time I do something :-)).

Finally a BIG THANK YOU to the people who helped, particularly Steve Turner for advice and mast transport, John Barker for the deck designs, Malcom Whitehead for the scraping and being a good mate and Dave Weinstock for keeping me calm when ferrying the masts round from the Hamble.

ADRIATIC MEET

Gerald Winkler takes his TIKI 26 to the Mediterranean. This is the story of his summer holidays/meet. – "Tikis in the Adriatic".

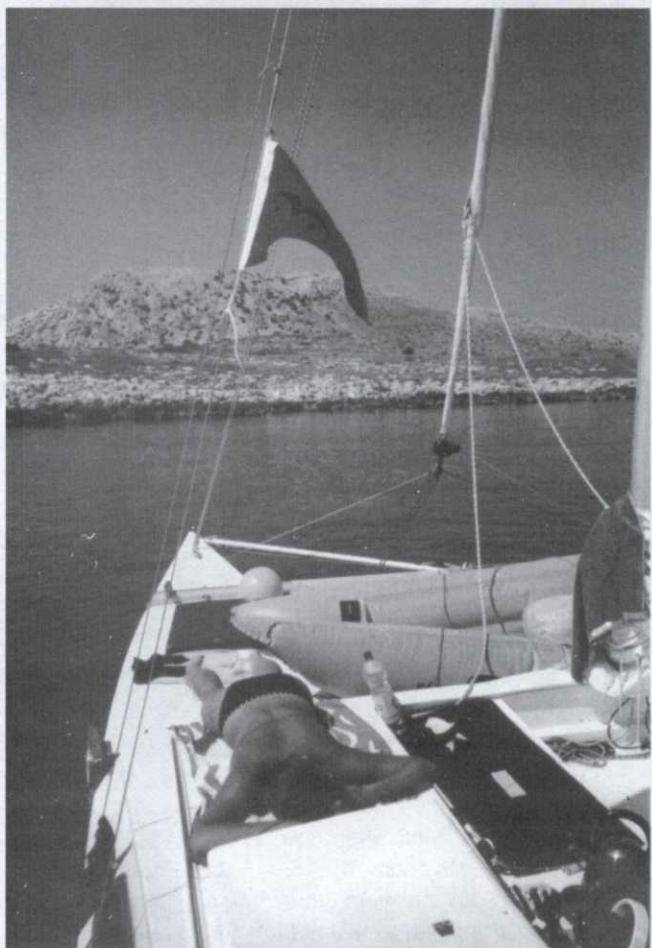
The summer 2000 was definitely a Tiki year in the Adriatic Sea. You meet Wharam in the area from time to time, but this year was special.

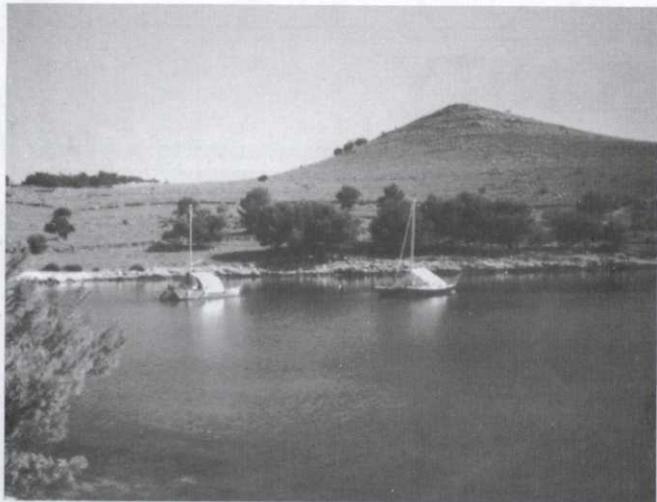
We trailedd KANANASKIS our GRP Tiki 26 from Vienna to Croatia, where we launched the assembled boat the same day. As we had a long day already, we tried to be as quick as possible when we arrived in Punat (Island of Krk). Our two girls Lena and Luise are almost grown up and could contributed a lot during the assembling and were of great help (a few years ago they were rather counter productive because they needed attention). In addition we had changed our lashing system from the original rope to a webbing strap and SS ratched buckles system as described in a PCA magazine by Rupert Smith. This change works very well and speed the assembly up by app 1 hour. Finally we had our Tiki in the water on the excellent slipway there and checked the time, alas a new record for us, it took 2.5 hours. I had to think back when I had read the book 'Multihull Voyaging' by Thomas Firth Jones, which I believe is an excellent book. But there are a few words on trailering a Tiki 26, which were really puzzling me years ago, when I was a novice. He writes: "I'm afraid that trailering her would be almost as big a project as crossing an ocean....", here the author is wrong.

There is a beautiful bay at the island of Krk, very well sheltered, and with a little island and a church on it. Nearby in a little local harbour we found a Croatian Tiki 21 moored. Although we could not spot the owner, it was a nice surprise because we had never heard of a Croation Tiki 21.

The eastern coastline of the Adriatic is blessed with an abundance of islands. Part of them are spoiled with tourists others not. One night we were anchored in a little cove in the SE of the island of Cres. Crystal clear water and the rocky shore line do provide perfect shelter from tourist by a thick Maccia style forest. Much to our surprise we saw at sunset deer coming out including grown up harts. An impressive moment, as deer is the last animal you would expect in the Adriatic (Mike Wynn described this area in a PCA magazine Cat Corner recently).

Further south is the archipelago of the Kornati Islands. Smooth rounded, heavily calcified limestone rocks without vegetation make the area a very special place. In addition there are many bays to hide away with your boat. One evening we were anchored in the Uval Staival (island of Kornat) when suddenly another Tiki





26 in bright green came in. It turned out to be French SINDBAD. Soon we were rafted up for dinner and enjoyed Italian Spaghetti and French wine. Gilles had brought also some original champagne with him to celebrate their arrival in the Kornati islands. A great evening and the language problems of our different mother tongues (French, German, Arabic) were finally overcome. SINDBAD was actually trailed a very long way through Europe from Lake Geneva to Istria (a peninsula in northern Croatia) for her summer cruise.

The sea starts blooming sometimes (in fact these are algae) when you move things through, and once we found it working again one night, we simply jumped in. This was beautiful sight and experience as your whole body starts shining when you dive down in the black water.

Days later we were anchored and enjoyed lunch at Murter when suddenly another Tiki 26 came around. The boat was flying no flags when coming alongside. A single hander jumped on board and introduced himself as Heinz from Austria - again a surprise. He is sailing his cat usually on the alpine lake 'Zeller See' in the Salzburg district. Here we heard the news of a German Tiki 21 sailing in the Northern Adriatic.

These were good weeks, winds were right, but in general light. A larger spinnaker helps a lot. It was also the first times we were cruising with teenagers and it turned out to be all right and the Tiki 26 again proved to be the perfect boat for us four.

Opposite: Gerald's holiday photos. Great pictures! Do they make you feel that the winter is too long??

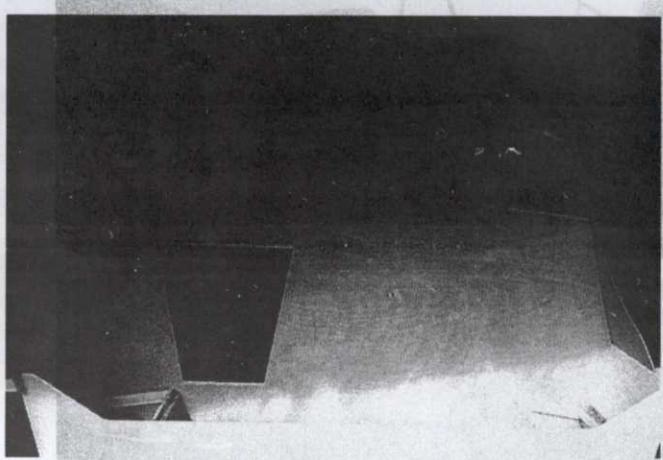
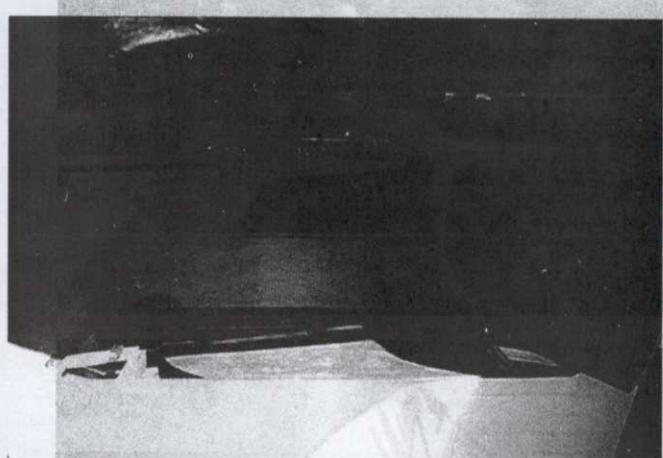
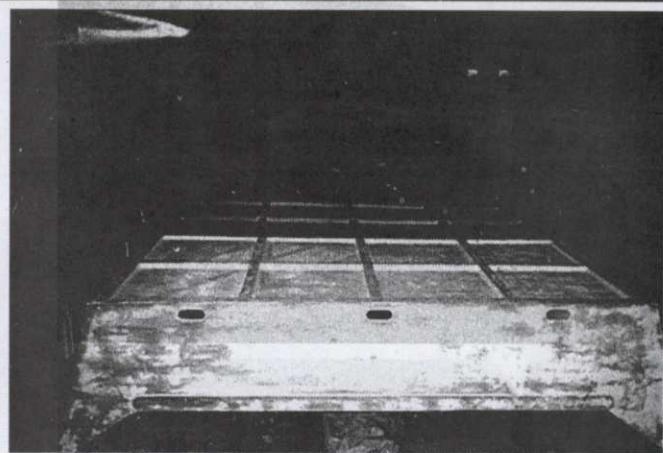
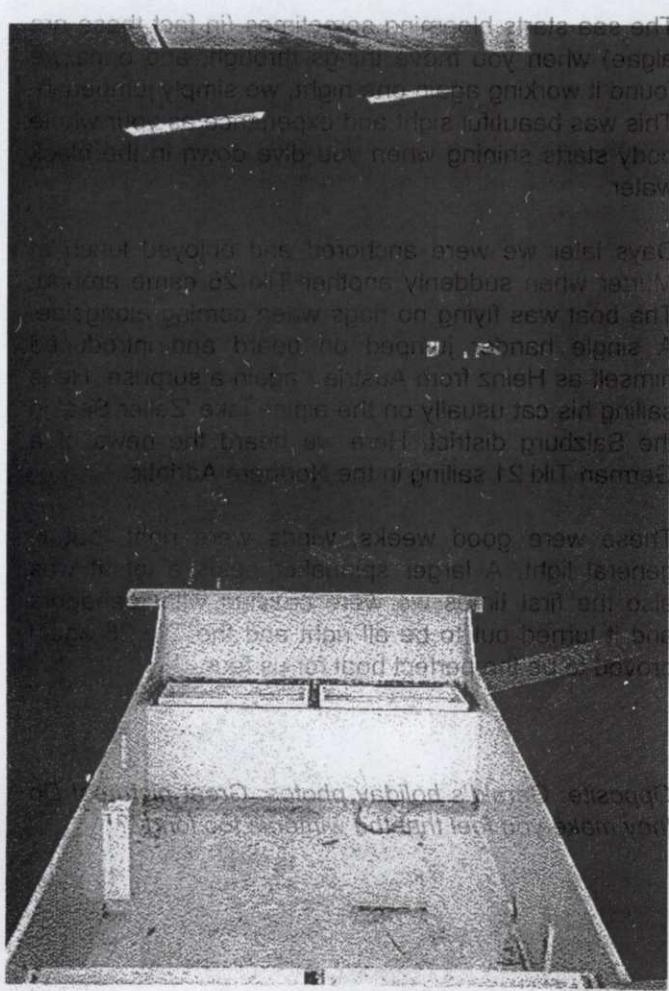


Se in pridey deer come out of the French
SINGAPORE. Spent a week in Paris for dinner and
enjoyed visits to the Louvre and French wine. Gave
ourselves some time to catch up with friends.

PAHI 31 ~ DIGNITY

Peter Kyne - Isles Of Scilly

Dignity is given a new lease of life - a new pod to meet the demands of cruising in temperate climates. Pete's photo journal tells the story



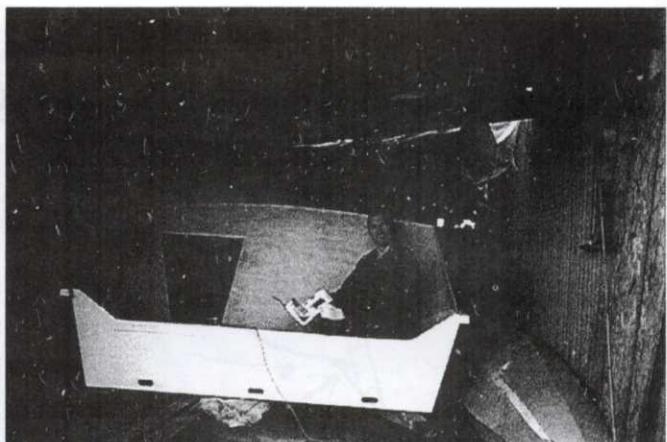
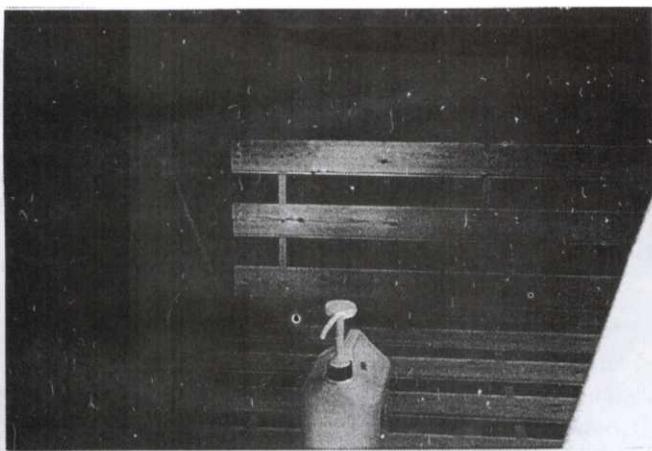
Top left: The cockpit as it was!

Bottom left: After the first cut, no going back now.

Top right: Bottoms up, prepared for the next bit.

Middle right: If I went no further, I could still have a cockpit double the size it was.

Bottom right: It's just a small project compared to a full build, but there is still a lot of filleting.



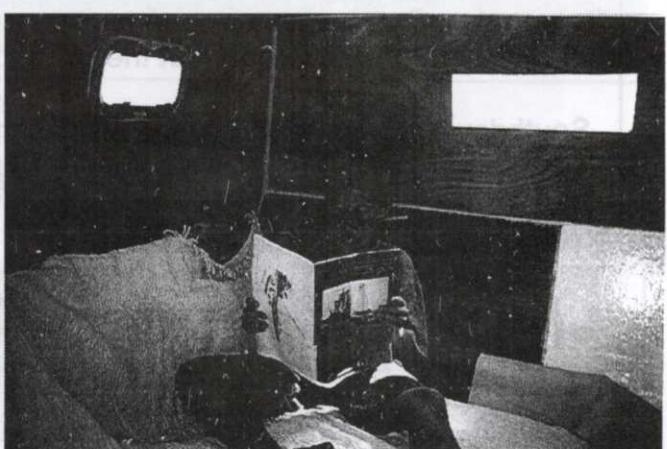
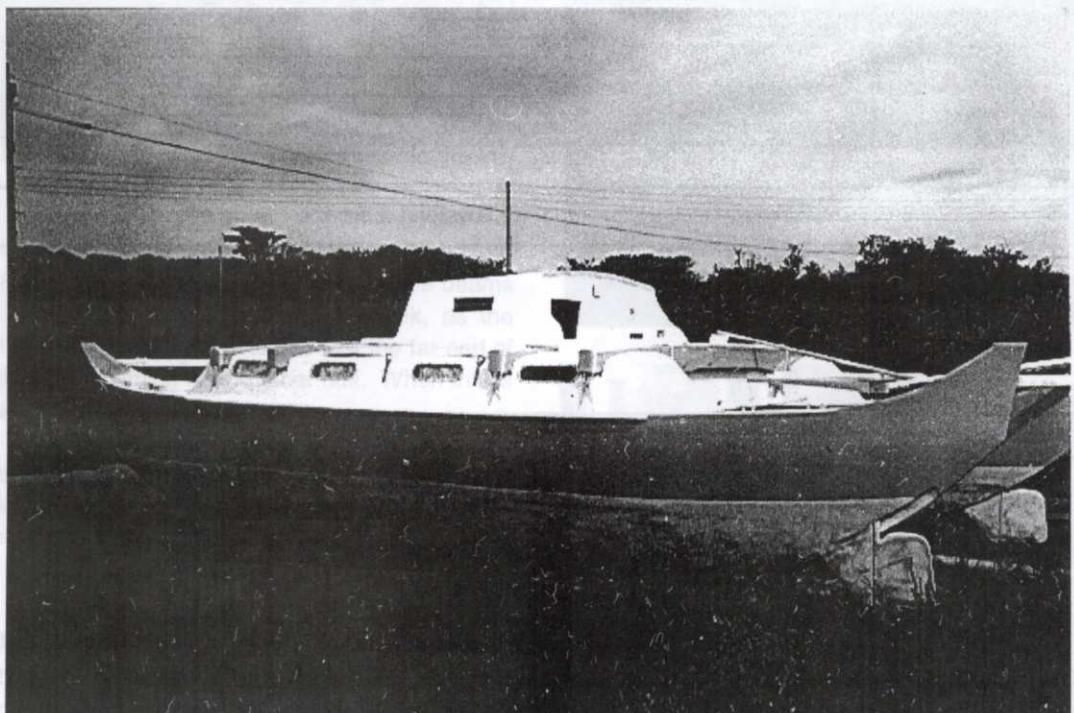
Top left: The bunk/settee, simple and comfy

Top right: Nearly there

Bottom left: Now for the tidying up!

Bottom right: "Oi ! That is my mag!" Adam has a quiet moment. The cabin has 4' headroom.

Middle: The pod in place, our first chance to see how it looks.





Dignity back on her mooring, awaiting a breeze.

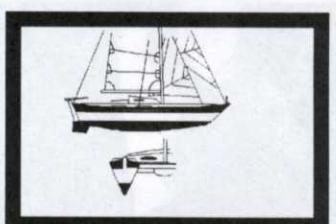
MULTIHULL SURVEYS

By Steve Turner i.i.m.s. a.m.s.n.a.m.e.
Diploma in Marine Surveying

Surveys prior to purchase, Insurance/Condition surveys, Damage inspection, Valuations and reports, Inspection / Advice during construction. All backed by over 25 years specialist catamaran experience (including building more than thirty Wharram catamarans)
Choose a qualified surveyor who has unequalled experience building and sailing Polynesian Catamarans.

Surveys undertaken throughout the UK and overseas.

Southdown Marina Millbrook Torpoint Cornwall PL10 1HG UK
01752 823539 Imagine@wharramcat.net



IMAGINE MULTIHULLS

POLYNESIAN CATAMARAN SPECIALISTS

TIKI 31 ~ BOBBIN

Alex Heywood, East Sussex UK, moves his Tiki 31 down to the sea! A building report.

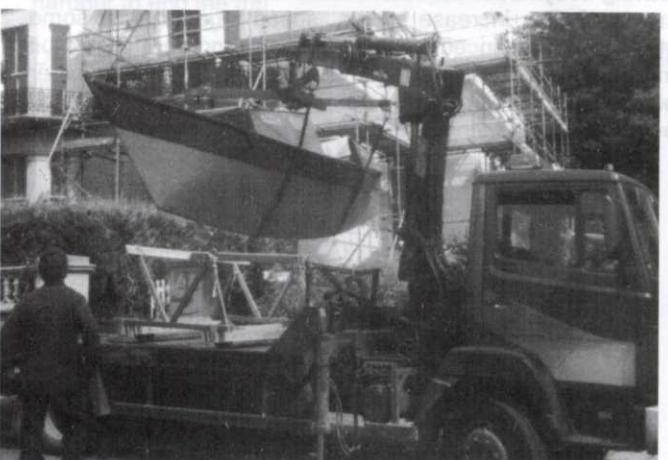
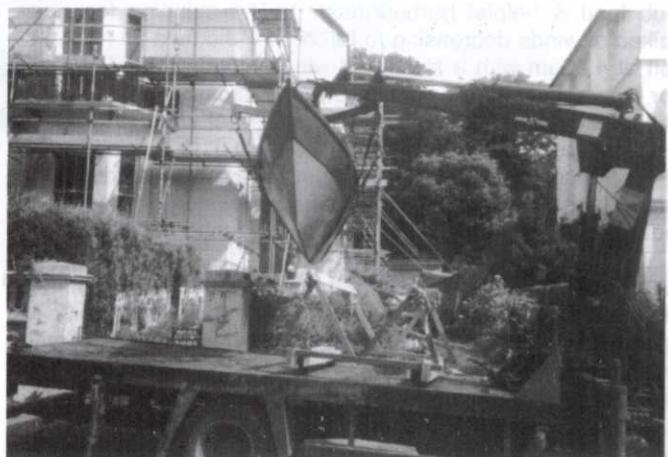
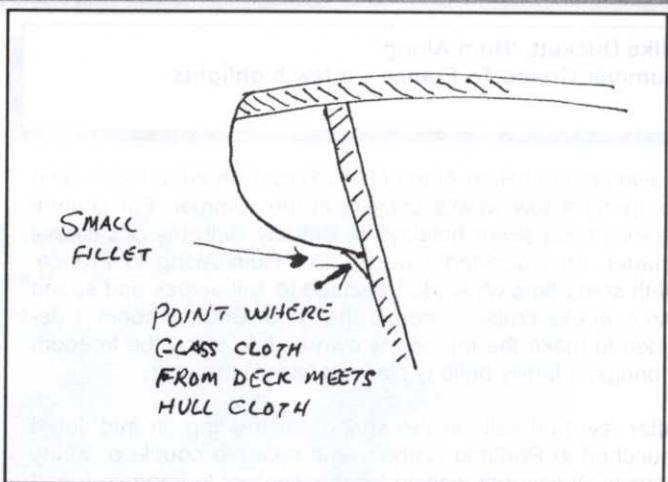
"What's an old man like you doing with a boat like that?" James Wharram said to me when I told him with pride that I was building one of his designs. I had just told him about my Tiki 31, and I knew what he meant with one hull completed, I had put a temporary cover over the central cockpit, then tried to get into the cabin. The only way to do this was feet first. I with my bum in the air and at 60+, I was not too flexible.

She is built to plan with two changes, one good one and one bad. The good one is the sheer stringer, which I have changed from just being a square sided strip to a nice shape. I had to shape them when they were on the hull sides, but this was easy with a power plane, and I found a lot of pleasure fairing them into the beam lashing cleats.

The other thing I changed was the hatches. They slide under cover, but don't do it. They let water in. Photos show use of friendly car recovery firm lifting the hulls onto the low loader.

I was very impressed by the strength/bulk/weight of the four beams. The plan does not tell you that the holes the beams go through have to be far bigger than you think, as the beams need to slide through the holes so that the far end of the beams clear the coaming on the other hull. When this is done they can then slide back into position.

I am very happy with 'Bobbin' and the boat yard where she is. The other boat owners are pleased to see a Wharram amongst them. Any P.C.A. members who live in the South East, should give Rye (East Sussex) a look.



Top:

How to seal the glass fibre to stop water penetration.

Middle and bottom:

Moving is easy when you have the right equipment, in this case a power lift onto the cradle and then rotate on the lorry deck,

Left side:

Had to make a larger hole to get the beam through. Not On the plans!

TIKI 21 ~ HUM ALONG

Mike Duckett, 'Hum Along'
Summer Cruise To France – a few highlights

Having bought Hum Along (Tiki 21) early in 2000 I was keen to spend a few weeks cruising in the summer. For several years I have spent holidays in Brittany, with the occasional charter, so I decided I would take Hum Along to France. With some time off work, I decided to sail across and spend three weeks cruising around the North Brittany coast. I decided to make the trip on my own as I do enjoy the freedom it brings; a family holiday planned later in the year.

After few trial sails in the spring, for this trip, in mid July I launched in Portland harbour and spend a couple of windy days in Weymouth waiting for the weather to improve (good pub food & helpful harbourmaster). The shipping forecast talked of winds decreasing to force 4 for the next 24 hours. I left at 4.30am with a fresh NW wind behind me and set off for Cherbourg. It was my first Channel crossing and I really did quite know how it would go. I set off at what seemed a cracking pace, for me anyway, a steady 7 to 9 knots from the GPS until the land behind faded away. After a couple of hours I was settling into the routine of position plotting ever hour and enjoying the UK rapidly disappearing behind me.

Mid Channel the wind freshened, and with the tail end of the depression, the seas increased. I think there was quite a swell from the passing depression, which had recently moved through. The mid-day Shipping forecast spoke of F5 occasional 6. By this time Hum Along was showing me how she could 'surf' and I was thinking what am I doing here. Especially, as I had not seen another vessel, of any size, since leaving Weymouth harbour. Had everyone else decided to stay put? The increase in boat speed together with some strong gust convinced me to reduce sail and get things a bit more under control. Perhaps closer to shore or with other boats around I would have left the sails alone, but on my own and with no other signs of life nearby I decided to slow

things down a bit.

With a reefed main Hum Along was back under better control and I could relax a bit more. At last some other shipping and not long after the north coast of France was coming up from the horizon. I corrected my course for the strong times around the peninsular and headed well up tide of Cherbourg. What a relief to see the old walls and forts of the harbour that I had seen so many times before, but from high up on a cross channel car ferry. As it was Bastille Day, the French had laid on a fireworks display and concert just behind the harbour. A great end to a long day.

After a days rest I set off to round the Cap de la Hague, but enroute I had to call into the small port of Omonville to beach Hum Along and take down the mast to replace a block at the top which was not running freely. I'm glad this problem didn't occur on the channel crossing.

The next day I set off again and this time managed to get round the Cap with no problems. Although the tides were just turning as I approached the race the waters were not too disturbed. The winds from the SW indicated a stop off on the W coast of the Normandy peninsular and not Guernsey as I had hoped. I called in at Carteret, a drying estuary, where I was followed for a few minutes by several dolphins; quite a sight, I didn't realise how big they looked close up!

I set off for Jersey deciding to sail around the N and W coasts to get to St Aubin's Bay. By chance I met up with Tiki 26 owner Dave Yettram – thanks for the hospitality Dave. A peaceful night was spent at anchor in the bay after a wander ashore. Dave convinced me to visit the French islands Iles Chausey, a short afternoon's sail away. This small group of islands are certainly well worth a visit and were probably the highlight of my trip. I stayed on the islands for several days enjoying the beautiful bays and sandy anchorage's; just made for cats. The large tidal range, up to 11 mtrs at springs, transforms the landscape from several small islands to massive sandy beaches and a 'mooscape' of rocks. Al-





though in practice the islands look much friendlier than on the chart.

From Iles Chausey I set off for the north coast of Brittany, enjoying the warm weather and fresh breezes. Everywhere I seemed to stop the Tiki generated interest, many people quite knowledgeable about Wharrams, others not quite sure about this lone Englishman in his small 'cat'.

I hopped along the north coast in a series of day sails working with the strong tides to find small bays & harbours. After a few more days relaxing it was time to head back towards home. A few days of light winds took me to St Malo and then back to Iles Chausey before back around Alderney to Cherbourg once again. My trip back around the 'race' this time proved much more exhilarating. I think I may have arrived a

little early as the E & W tides will still fighting it out. In places the sea looked like the boiling water. Still after a few minutes of confused winds and seas, things calmed down and I was able to run along the coast to Cherbourg with the strong tide helping.

My son came across on the ferry from the UK to join me for the trip back. Very light winds forecast for the next few days meant a dawn start to reach home in daylight. A mixture of slow sailing and motoring brought us into Swanage bay & on to Studland for the night. The next day we headed for Poole harbour to end the trip.

Overall, it was a fantastic trip and has certainly encouraged me to plan more similar trips.



TIKI 31 ~ YELLOW CAT

Paul Cobb visits the Brest Sailing Festival – the only Wharram catamaran present. This was the highlight of Paul's sailing holiday. His report and photographs tell the story.

Dubbed 'the yellow and green bit of plywood', we were the only catamaran at Brest, tied up next to 'Le Sampan des Coreves', a Chinese style raft made of oil drums, along with a couple of JWD proas. The driving force of Le Sampan was not so much the junk sail as the massive Chinese Yuloh that took eight of us to speed across the harbour, like sculling only more efficient. We were allocated a berth in the far off seas section right in the heart of the French navy area, under the ramparts of the 'Arsenal', a fort so massive that not even the allied blitz could destroy it. Having received such a warm welcome there in '96 with Pahi 31 'Serendipity', we had sent some photos and been registered again with Tiki 31 'Yellow Cat'.

So the first week of July saw us running round Cape Cornwall in a welcome blow after 20 hours drifting off Trevoise Head where we caught a large cod. I was able to estimate the effects of my modifications to the underwater profile of Yellow Cat. I spent the winter of '97/'98 in Portugal with all my goods, and this had led me to want a lot of extra buoyancy to cope with the payload. Driving into big seas off Finisterre had actually put the leeward scuppers underwater. So I have put an extra belly into the inside half of each hull with a flared chine. These contain water and fuel tanks,

which can be pumped over to the windward side when on a long close haul. This has not improved the prismatic coefficient, but now she seemed to hover around in a most reassuring way on the crests that were hissing past making a modest 8 knots.

We sheltered in Penzance with the rest of the fleet during the weekend deluge, getting entertained in the large marquee with live bands, provided by Penlee County Council. By Tuesday night the weather was abating and we slipped our mooring at 0230 for a fast run across the channel arriving off Ushant at dusk, having been driven west to avoid gybing on the downwind roller coaster. We missed the inside entrance to the 'Rade de Brest' through the Chenal du Four and now we were plugging the tide west of Ushant as the wind dropped leaving a sloppy sea.

I had become seasick trying to decipher the Christmas tree of lights in the nav cabin, but was in good hands with 3 teenagers on board, well 2 and 12 years old, and Jesu, David's father, who were going to play music at the festival. Dawn came revealing tall ships and schooners converging on the Rade, which opened up through the shoals. A nice little sea breeze brought us into the port of Brest, the same day for the crews' free dinner. We tied up and nearly got gassed by a French submarine directly upwind that left its engines running all morning reducing my daughter to tears. I clipped the rudders on a piece of underwater chain coming into the pon-







Left: Lucy and Sophie on board the *Caronka* during the 2000 race. Right: Sophie and Lucy on board the *Caronka* during the 2000 race. Below: Sophie and Lucy on board the *Caronka* during the 2000 race.



toon at low water, but having already broken two sets of rudders in 3 years, I carried some spare pintles. We changed from the lashed rudder system as here on our mooring near Bideford, we get the 'Instow bumps' up and down on the beach that put a lot of strain on them whereas with pintles, they can slide up and down.

Meanwhile, the festival was materialising around us, transforming the drab monotony of the naval base into a blaze of sound and colour. At first, we were enjoying the strains of 'Blow the man down' and other sea shanties over the PA until it was left on all day, drowning out the live music. It pissed down but the music was great, the wine flowed freely, the sea shanties were replaced by the wail of Breton pipers and the intimate crowd got down to party.

The full moon showed itself for the procession of tall ships down the Penfield river on Saturday night, escorted by tugs with giant PAs and brass bands. Led by Erick Tabarleys 'Pen Duick' and other elegant circumnavigators; the crew had been drinking rum and decided to make a 'political statement' about the Rainbow Warrior and whether or not the adjoining submarine had tried to sink Pete Goss's catamaran, but it was all lost in the echoes of a million Bretons having a party on a sublime night.

Next to us a lugger stole into the parade with a blue papier-mâché woman cut into two, which was a more subtle local protest at the nuclear presence of the French marine cutting

the town in half, before the sky exploded with fireworks.

Suddenly, it was Monday morning and everyone was rushing to catch the tide for Douarnenez down the coast. We joined the spectacular rally in light winds as the current drifted us down until we left the fleet at Camaret to dry out and fix our rudder in the heat wave that followed the wet weather.

Then we had to leave the lures of south Brittany to leeward and punch the light winds all the way to the Bishop, putting in a short tack to enter St Mary's early in the morning, having forgotten my Scilly chart. There we received a good welcome from PCA members Peter Gibson-Kyne and Tim Moulson who replaced our chart, as we became weatherbound again and had to take another week off work.

We were 3 yellow cats in St Mary's with Tim's Tane and Pete's Pahi 31. We had run out of credit in the flat calm that followed the NE blow and Pete lent us £20 for 4 gallons of petrol at Scilly prices in order to meet our deadlines in North Devon.

Any PCA members sailing by Lundy are welcome to call in at Clovelley, which is a safe anchorage in all winds from WNW, round to E as we live right above the harbour, tel. No. 01271 431 942.

Yours, Paul Cobb



SOLENT MEET 28 – 30 JULY 2000

Another successful Solent area meet.

Compiled by Dave Weinstock, Pat Fysh and Rick Hall.

Programme.

Friday night: B.B.Q. at the shoreline next to Locks Sailing Club, Langstone Harbour in Portsmouth.

Saturday: Sail to Wooton Creek Isle of Wight for an evening meal in the Sloop public house (*aka pub – an English bar – Adrian*), at the head of the creek.

Sunday: Sail, either directly home arriving mid day, or to sail around the Solent and go home on the later tide.

Friday.

Dave Weinstock arrived on John and Rebecca's Tangaroa Mk1 the night before so that we were able to have a little practice at maneuvering under power. Their son, Pete, was also on board with his friend Steve. We noticed that the steering lines were slipping on the worm gear. So we increased the tension in the lines by pulling the long length of the line sideways with a line attached by a carabina. We were then able to leave as soon as there was enough water and sail around Portsmouth Harbour. Our trip to Langstone Harbour was pleasant and uneventful. We then began to explore. We were just sailing through a fleet of toppers off The Eastern Road Sailing Centre when the turning block on the Steering lines pulled out of the deck. John tried steering as best he could by using the tiller bars but it was hard work. We managed to miss all the toppers and drop an anchor by Tudor Sailing Club's slip. John and I then went in search of suitable timber to make a whip staff steering tiller. The engine controls were still in the cockpit, of course and this necessitated an increase in the level of teamwork required for the rest of the weekend.

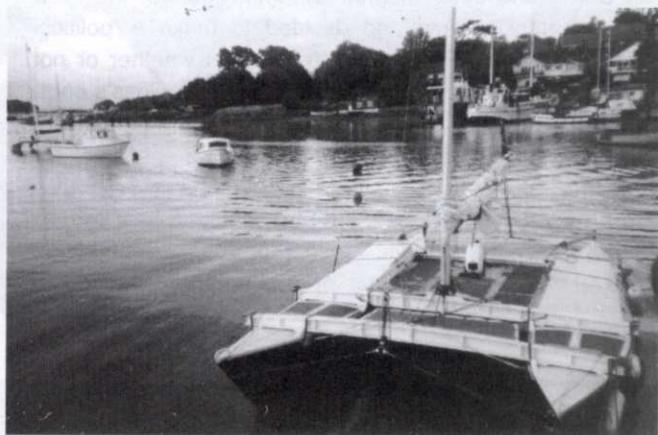
We arrived at the BBQ. area at the allotted time and met the shore party of Pat Fysh, Rick Hall, Mike Turney, Vicki Saunders and Dave Peek. We had an enjoyable BBQ. and were joined by Ian and Judith McGaw and their daughter Laura and also Spencer and Isabel Martin. Adrian Honeybill had sent his apologies and also Robert Sheridan who was still putting his boat together but hoping to meet us on Sunday.

Ed Bracken and Pauline Glossal did turn up but at the wrong place. They were so looking forward to the meet, that having listened to the arrangements being made at the February meet thought that the East Head trip was on again as in the two previous years. They pitched their tent down at the Witterings so that they could walk back after the BBQ. Then they went to the restaurant that we have used on previous years. Having enjoyed a lovely meal at Hannibals, Pauline

and Ed went round to Pat and Rick's house and found Mike, Vicki, Pat and Rick returning from the Langstone venue. Much coffee and chats later and having tried in vain to contact Ian for a ride on his 21 they left for the tent! Unfortunately we did not see them again.

Ed has built himself a Hitia 14 in four weeks but not quite finished it and was disappointed not to have had it ready for our Solent meet. New phone numbers now mean that we won't mess up again. Sorry Ed and Pauline.

This made fifteen people and one boat present in total at the BBQ.



Saturday.

On the Tangaroa, we sailed out of Langstone Harbour mid morning and made our way between the forts towards Ryde. We anchored to the west of Ryde pier and met Ian in his Tiki 21. After lunch he took the two lads for a burst in the Tiki 21 and we went up to the creek and anchored the Tangaroa out side the channel leading to the Whitelink car ferry terminal.

Mike, Vicki, Pat and Rick set sail from Emsworth and had to beat against the wind the eleven miles to Wooton. A decent wind came up towards the end of the passage, thus making the creek got easier, despite the tide. Riki, Vicki and Mike's Tiki turbo, a version of the 21, gave us the most wonderful ride, handling the increasingly high waves with the expected Tiki ease and excitement. Wooton Creek is easy to spot because the Wightlink ferries constantly go in and out at the entrance, and are remarkably respectful of smaller craft entering the harbour, deserving our thanks for that. We arrived in the creek, picked up a small buoy and got up a plastic boom cover seconds before a huge clap of thunder and a downpour of rain! Ian turned up in his beautifully made maroon and cream 21, which he built over four years, launched in 1998, and is now unfortunately having to sell because of a growing family. Dave Peek arrived by ferry.

We made use of the facilities provided by the Royal

Victoria Sailing Club, using Ian's 21 as a ferry, (thanks Ian) and had coffee at the Whitelink cafe, before taking the boats up the creek to Wooton Bridge, as soon as there was enough water. We had dinner at The Sloop public house. Wooton is well worth visiting, the creek is really lovely and with care following the main stream of moored boats, it is possible to creep up at half tide. Nobody appears to mind if you pick up a buoy overnight and there is wall side berth at the pub at the bottom by the bridge, which loses all water at low tide. There was a Solaris Catamaran called Reflexion moored along side the wall when we got there. Opposite the pub there is a barge, which those that stayed there can recommend at sixteen pounds a night per person, for Bed and Breakfast, very comfortable, providing free tea and coffee made by yourselves whenever, with a very affable host, John. (The Barge phone number is 01983 882315)

Now we were eleven people and three boats. We had



a very enjoyable meal at the Sloop, with entertaining conversation, and pleasant weather. We knew that Robert was working hard on his boat and so we didn't expect to see him until tomorrow. Adrian had said that he would meet us at Wooton Creek, so we kept peering in to the Solent to see if a Tiki 26 could be seen. Rumours were heard of our lonely commodore drifting like a ghost round the Brambles Bank armed with a cricket bat!

Sunday.

Ian left the creek very early as he had things to get on with at home, and Riki departed after her crew had breakfasted and washed in comfort on the Barge! Ian's 21 used his spinnaker for a delightful sail home, whilst Riki sailed (or rather motor sailed) to Chichester Harbour, as the Solent had no wind in it at all at that time! As soon as Riki crossed the bar back in to the harbour there was plenty of wind for a good sail up the harbour to Emsworth.

On the Tangaroa, however we had a leisurely start



and went bashing around the Eastern Solent and Southampton Water. We did have a minor crisis, when we anchored, as the anchor cable got caught round the vortex plates. This was due to a combination of a floating rope and wind against tide. We had a bit of head scratching to sort it out but we got it in the end. It is just as well that we haven't got a winged keel isn't it! Then we sailed back up to Fareham and waited for the tide to rise.

Conclusion.

The rally went according to plan and we all enjoyed it. This year we had three boats that were not ready. Still the rally was as popular as it has always been and we all enjoyed the company. The weather was good and we have no doubt that the rally will be repeated next year.



Photos. Left page: Ian McGill's TIKI 21 with the barge B&B to the right of the mast. Top: Ian at the raft up at Ryde. Middle: The group photo. Dave Peak adds that "extra" to Dave Weistock's scalp! Bottom: Happy times on the Tangaroa.

NORTH EAST UK MEETING

Si Belk reports on the Annual NE UK Meeting held at the Humber Yacht Club, 21st to 23rd July 2000.

The meet started in good style on the Friday night with plenty of sunshine and nice light breezes. The only ominous thing was the cloud on the horizon but as the forecast was for good weather all weekend we didn't particularly worry about things too much.

The gathering commenced at about 7.30 at the Humber Mouth Yacht Club, present were Clive and Chris Wintle and grand daughter Kirsty, Derek and Viv Johnson (non PCA but Tanenui owner), myself and Elaine. We were joined later in the evening by Malcolm Whitehead.

A pleasant evening was had in the club bar where discussions took place about a great many subjects, including Mal's plans for his Tiki 38.

Mal and Clive arranged a sail for the following morning tide on Clives cutter rigged mono "Woozle", which I said if I was about in time I would go on with them.

When the morning dawned the weather men had got it wrong, there was a real fine drizzle in the air and a fair northerly breeze, and the temperature was nearly arctic in comparison with the 28 degrees of the previous day. Mal and Clive had set off to row out to Clives mono in the morning in Clive's tender. But because Mal didn't have any wellys with him Clive got Mal to sit in the tender while he pulled it further out. Unfortunately as Clive tried to get in the tender he got his leg stuck and both Mal and Clive went for an early morning swim instead of a sail, this also resulted in a reasonable hole in the bottom of the tender as Clive's knee went through it.

Later on the Saturday as everybody was starting to dry out we were joined by John and Helen Cartwright and their children Sam, Amy and Joe (Joe was spotty at the time as he was just recovering from chicken pox) as well as Ian Cartwright and his children Ben, Josh and Holly. Along with their Tiki 21 "Verity" and their Hitia 14. We were hoping to be joined later by Ian Cairns and family but unfortunately they didn't make it down.

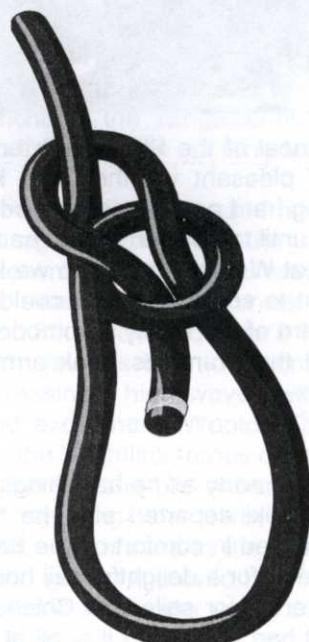
After everybody got themselves reacquainted and had a cup of tea and a general chat we decided to not be put off by the weather and to light the barbecue. This as always went down very well with everybody, despite the damp conditions. Whilst the barbecue was warming up the Hitia 14 was assembled including the new deck tent, this was made by Helen out of the old

Tiki tent and has really made this into a good coastal trekking cat.

The Saturday night was a real treat for everybody as the club was holding a Casino night, this went down really well especially with the kids who were playing for real big stakes (monopoly money only fortunately).

The Sunday dawned much the same as Saturday with a cold northerly and drizzle in the air most of the day. We launched the Tiki 21 in the afternoon, during the launching we were joined by 2 potential new PCA members Tim Shires and his brother (unfortunately I didn't get his name) they very impressed to find out that the Tiki was just being launched and even more so by the simplicity of the boat and its rigging. As they are looking to build a largish Wharram themselves it was a good opportunity for them to have a look at Derek's Tanenui which was on its mooring.

The meet officially ended on the Sunday afternoon but several of us stayed on for most of the week, when as happens the weather improved dramatically on the Monday, I stayed down to do some major repairs to my Hinemoa, as also happens you start off with small modifications and then you find the problems that somebody else has covered up, but that's another story.

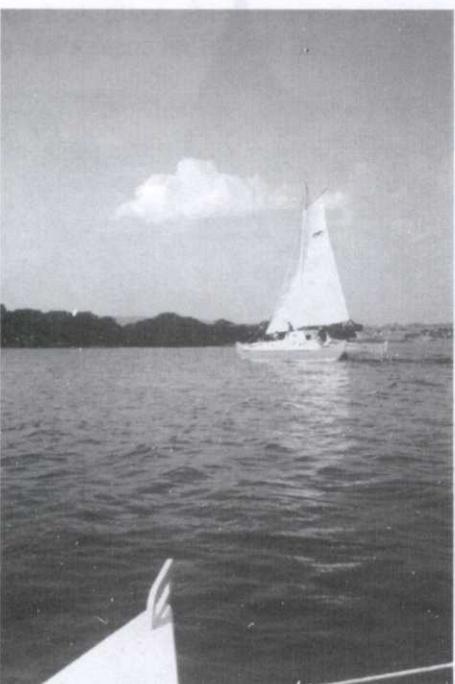


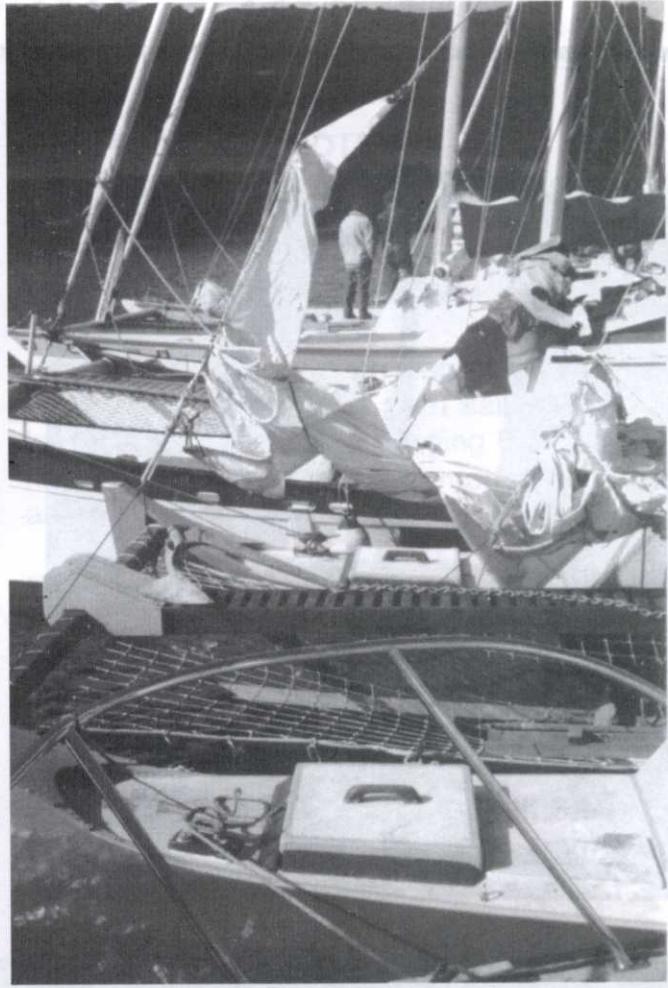
UK SUMMER MEET

Another vintage sailing meeting. This year Tiki 21s, Pahi 31s, Hitias, a Melanesia, monocoque Narai MK IV and Tangaroa MKI with pod. Good winds, plenty of sailing and many new faces. Another weekend in Plymouth to look back on with happy memories.

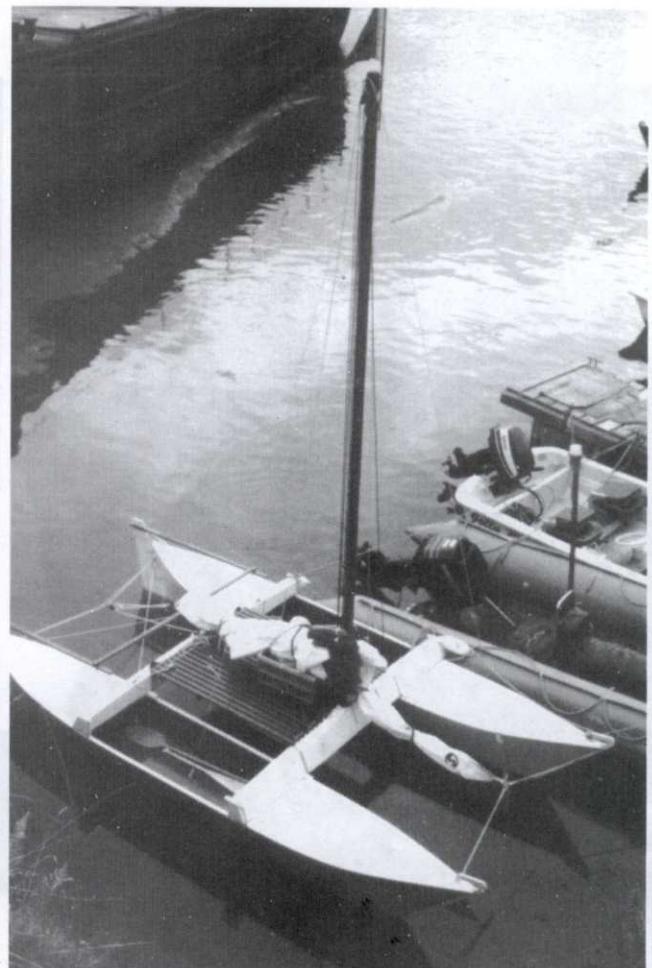
This page: Melanesia. Ben Ridout with No17 on her maiden voyage. (See Sea People No 42) As some of us came back to Southdown Marina, Ben was taking his Melanesia out for the first time. He shouted over to us "How do you steer this thing? How do I tack??" After the first sail, the mysteries of the Melanesia were revealed and Ben was happily sailing around Southdown.







The main halyard was engaged



TANGAROA MKIV ~ HOLLY

Greetings to all Members! Roger and Marney Ayers with their comprehensive report on Holly's performance.

Well, it was worth it! After 3 years of building, we enjoyed our first cruise: 2 months in the fabulous Florida Keys, a string of islands stretching between Miami and Key West, washed by the warm waters of the Gulf Stream and caressed by the summer trade winds! We enjoyed great sailing, warm clear water, snorkelling on the reefs and 4th July celebrations in old Key West – wonderful.

Of course, every rose has its thorns, and we also 'enjoyed', on occasion, mosquitoes, midnight thunder squalls that shook the mast, and all-night anchor watches. We returned though with a boatful of memories and 600 miles under the keels. As they say here "You can't beat that with a stick"! To those still a'building – keep at it – it IS worth it!

Best wishes from Roger, Marney and 'HOLLY'.

PERFORMANCE NOTES : 1

When we had been sailing a while and tuned up the rig (about 1000 miles) we measured Holly's performance against the GPS and also other boats – we were pleased. 'HOLLY' is a Tangaroa IV stretched to 37 feet to give a 30-foot waterline. We made some changes whilst building:

Bermudian Cutter Rig:

- Mainsail – 220 sq. ft
- Genoa – 335 sq. ft
- Staysail – 120 sq. ft
- Jib (reaching) - 230 sq. ft

End plates on keels:

- 5 ft long and 1 ft wide at aft end

End plates on rudders:

- 4" wide at aft end

Beams solidly mounted:

- Glued and bolted to bulkheads

Weight including cruising payload :

- 8000 lbs

PERFORMANCE NOTES : 2

We were very happy with our performance against other cruising cats and monos, mostly in 10-20 knots of wind in the Bay. All these boats have a similar L.W.L. to Holly.

Prout Snowgoose : Reaching in 10 knots of wind under approx 500 sq ft sail we had at least a knot on them, averaging 6 and a half knots. The Snowgoose carried Main, stay and genoa.

Gemini : Close hauled in 15 knots under full main and reefed jib (375 sq. ft) we sailed upwind of her and a knot faster – Gemini was under full sail – main and genoa.

Seawind 1200 : Reaching in 5-10 knots wind under main and genoa. Stayed with Seawind (a demo boat) but could not pass. I am sure she would be faster to windward.

Freedom 30 (mono) : Close hauled in 15-20 knots wind under main and reefed job. Passed easily upwind with speed up to 8 knots. Freedom was well heeled and hanging onto full sail.

In all the above situations, we were carrying 4 anchors, 15 gallons of fuel, 80 gallons water, a dinghy and 3 months of food!

PERFORMANCE NOTES : 3

So, while we don't claim to be a racer, those are not performances to be ashamed of for a cruising cat, mostly under easy sail and not pressed.

Enclosed are some performance statistics that may be a guide for others. Using the GPS against which I had checked our compass, I was able to obtain "wake course" measured against compass course, and hence, leeway. Swinging your compass by GPS is easy to do!

Close hauled performance under main and genoa in 10 knots of wind or less and a light chop. Self-steering was engaged.

It seems we were tacking between 90 and making 5 leeway. Average speed 5 knots plus, in 5-10 knots of wind.

Time	Compass (m)	GPS (m)	Leeway	Speed
15 minutes	70	64	6	5 kts
	65	60	5	5.2 kts
	70	66	4	5.5 kts
	60	55	5	4.8 kts
15 minutes	155	165	10	3.8 kts
	155	165	10	4.6 kts
	155}	159	4	5.1 kts
	155}In the	160	5	5.2 kts
	155}groove!	157	7	5.5 kts

Close hauled again, under reefed main and genoa in 15-20 knots of wind and moderate chop. This was under self-steering. Hands-on, we tacked between 180-90 = 90 between tacks.

Reaching performance under main and jib (total: 450 sq. ft) in 15 kts wind under self-steering.

Time	Compass(m)	GPS (m)	Leeway	Speed
15 minutes	185	188	3	5.9 kts
	185	189	4	6.6 kts
	195	199	4	6.9 kts
	200	206	6	5.9 kts

Seas – a moderate chop – wind E, backing SE.

Close

Time	Compass(m)	GPS (m)	Leeway	Speed
11.35 am	360	356	4	6.7 kts
	360	-	-	7 kts
	10	07	3	6.5 kts
	360	356	4	7 kts
	360	355	5	6 kts
	10	05	5	6.1 kts

Reach (true wind approx. 65 – 70 off bow)

Broad Reach – wind 55 abaft beam blowing 10 kts under main, jib and staysail.

The

Time	Compass(m)	GPS (m)	Leeway	Speed
12 noon	205	212	7	6 kts
	200	205	5	5.6 kts
	195	199	4	7.3 kts
	203	206	3	7.2 kts
	208	213	5	5.9 kts
	205	210	5	7.1 kts

broad-reaching course gave more wandering under self-steering.

Time	Compass(m)	GPS (m)	Leeway	Speed
13.45	355	351	4	6.2 kts
	340	336	4	6.9 kts
	353	351	2	5.9 kts
	348	345	3	6.3 kts
	360	358	2	5.9 kts
	350	347	3	5.8 kts
	352	349	3	5.8 kts

Photos

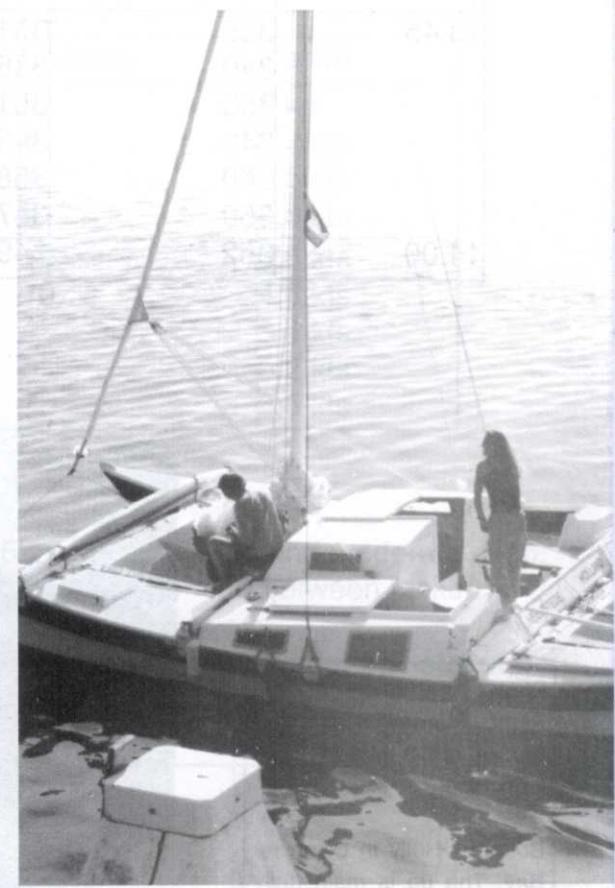
Right: Marney scrubs off the last of the mud from the launching!

Bottom: Holly in Biscayne Bay. The rig is main (fully battened with PVC pipe!) and reaching jib.



AUSTRIAN SUMMER MEET

Gerald Winkler sent this photo collage of the Austrian Summer meet held at Neusiedlersee.



Things were different this year. We begin our annual rally usually on Friday with the Early Bird Meeting at an island called Bauminsel in the later afternoon. We sailed our Tiki 26 up north on June 16th for the meeting and arrived there around 7 pm, no other boat was there. This was a real surprise. I checked the date again, no, we were right. 30 minutes later Tiki 21 JONATHAN arrived and around 9 pm PERDIX, a Tiki 21 showed up out of the dark. Nobody knew why we were the only ones. Well, we had a nice evening until midnight when suddenly a fleet of Wharram catamarans arrived. What happened? Markus Schmal finished his project (Pahi 26 - WINDDANCER) just in time and reached the slip late and found a crowd of other Wharram sailors there preparing to leave. Immediately they helped him to assemble his boat and launch it the same night within a few hours only and sailed on to the meeting point thereafter. It became a very very long night.

Next morning we had a steady 25 - 30 kt from NW creating a short and steep chopp. Again a surprise. Peter Weigel from Germany showed up with his wife and son on their Hitia 14 FLO! This was brave, because they had a long leg without waveshelter to reach the island on their little catamaran.

The rally itself was sailing at it's best. We sailed south on a reach, much over-canvassed and enjoyed super boat speed. Only six boats completed this trip to the Schotterinsel because going back was hard work to windward. On KANANASKIS we had the full jib and one reef in the main. Helmut Rieders AURA had full sails set (as all the 21's) and could take advantage out of it and was faster.

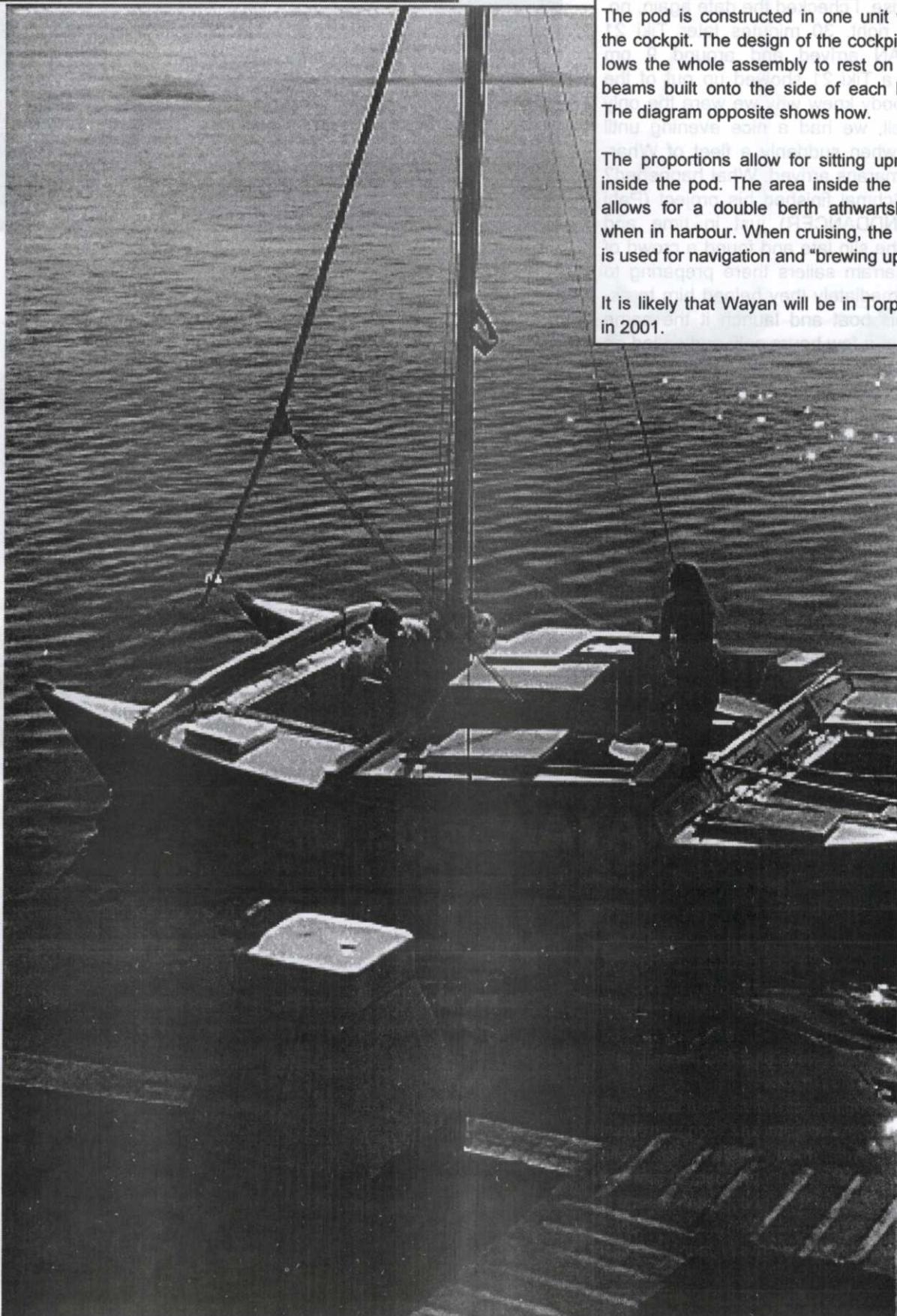
The afternoon saw the get together at Neusiedl harbour. Eleven Wharram catamarans came in and the social meeting took place at the local restaurant. Interesting to hear stories, e.g. Michael Lynns atlantic crossing on his Pahi 42 MOTHER OCEAN.

Contrary the next morning was a warm summer day with a light breeze and sunshine. Last years star was Cal's Tiki 30 (now sailing in the Med), this years stars were the smaller sisters like Peters Hitia 14 and Meinhard Kochs new MELANESIA. We had a fleet sail including this outrigger boat with the crab sail which looks so beautiful. Around noon the wind died completely so we dropped anchor for the final raft up.



TIKI 26 ~ WAYAN

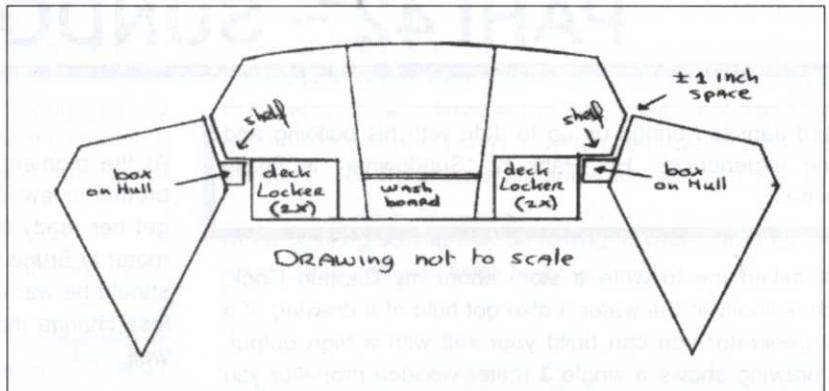
Mark Essen – Holland, adds a pod to his Tiki 26.



The pod is constructed in one unit with the cockpit. The design of the cockpit allows the whole assembly to rest on two beams built onto the side of each hull. The diagram opposite shows how.

The proportions allow for sitting upright inside the pod. The area inside the pod allows for a double berth athwartships when in harbour. When cruising, the pod is used for navigation and "brewing up".

It is likely that Wayan will be in Torpoint in 2001.



PAHI 42 ~ SUNDOWNER

Gerard Janssen brings us up to date with his building and sailing experiences. His Pahi 42 "Sundowner" is finally launched

Scott asked me to write a story about my Captain Cook, which is finally in the water. I also got hold of a drawing of a wind generator you can build your self with a high output. The drawing shows a single 3 meter wooden propeller you can build your self, and the guy who gave it to me built one with a 1.20 meter propeller or there about, and this gave him plenty of electricity. He used a old D.C. motor out of a old washing machine. I picked one up at a recycle centre for 10 guilders and plan to build a windmill once I get the time.

At the moment I am in Den Haag with my cat, were my brother in law is going to do the wiring for me, and I want to get her ready to sail. But once the wiring is done I plan to motor to Brunnisse in Zeeland, and finish her off over there. It should be warmer over there than here where I'm now, and less chance that I frees in, for there is salt water there as well.

My sails should be ready at Jeckells, and once I make the final payment, can make the arrangement to get the sails.

Finally after 9 years of sweat, blood and tears I finely had my first hull of my Captain Cook ready and outside waiting for



The hull blown over!

the second one so I could fit them together to make a catamaran. The next hull was expected to be painted and ready to put outside 2 weeks after the first one. A week after I put the first hull outside a force 10-11 wind moved her over a distance of a few meters in her cradle, and when she hit the wall she fell over with a big bang, and there she was laying on her side. I can't tell you how I felt at the time, but it was not good, and even had delayed shock the next day. The insurance paid out this time, and after doing the repairs and fitting the hulls together, the big day wash set for 25 July.

It felt as if you are expecting a baby the way you feel a week or so before the event. When the big day arrived the padre from the Seaman's Mission spoke a blessing out over the ship, (I was unable to get a witch doctor, ha, ha!!) and about 50-60 people saw her being put in the water. An English friend of mine had a chap with him who I didn't know who asked if all the valves were closed. I looked at him thinking what a stupid question, and told him I believed so. He then asked me if I minded if he had a look, and it was a good thing he did, for the place for the log transducer, was empty

and the hull would have filled with water. We made a quick repair to close the hole, and this stopped a new problem.

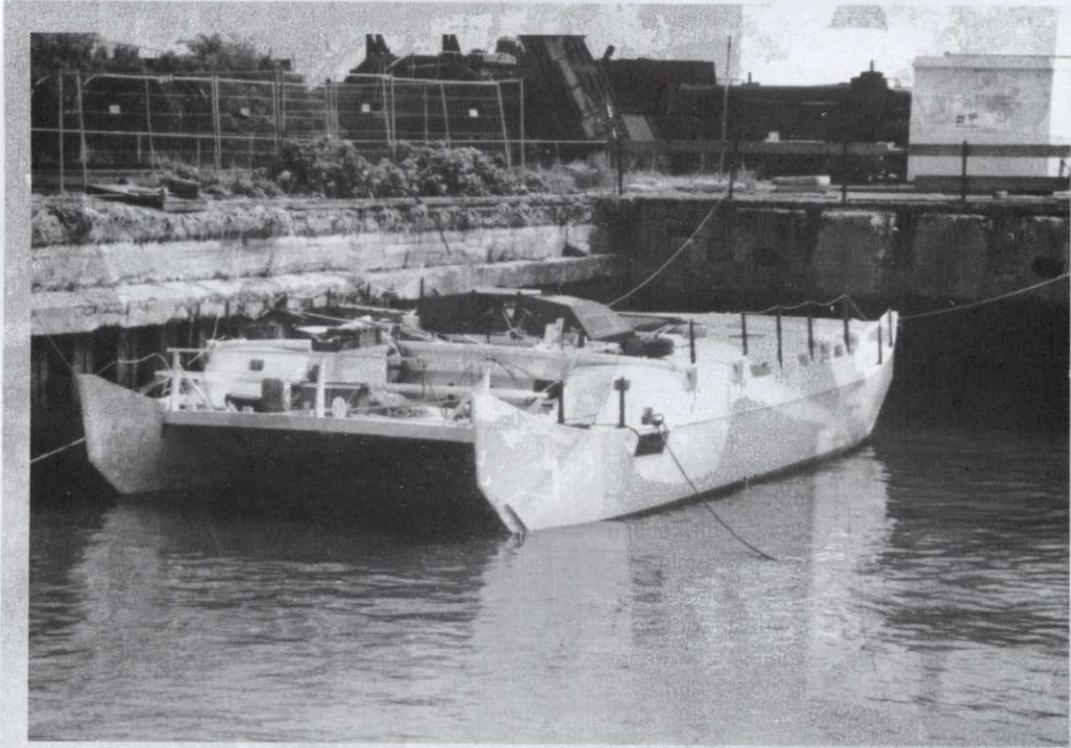
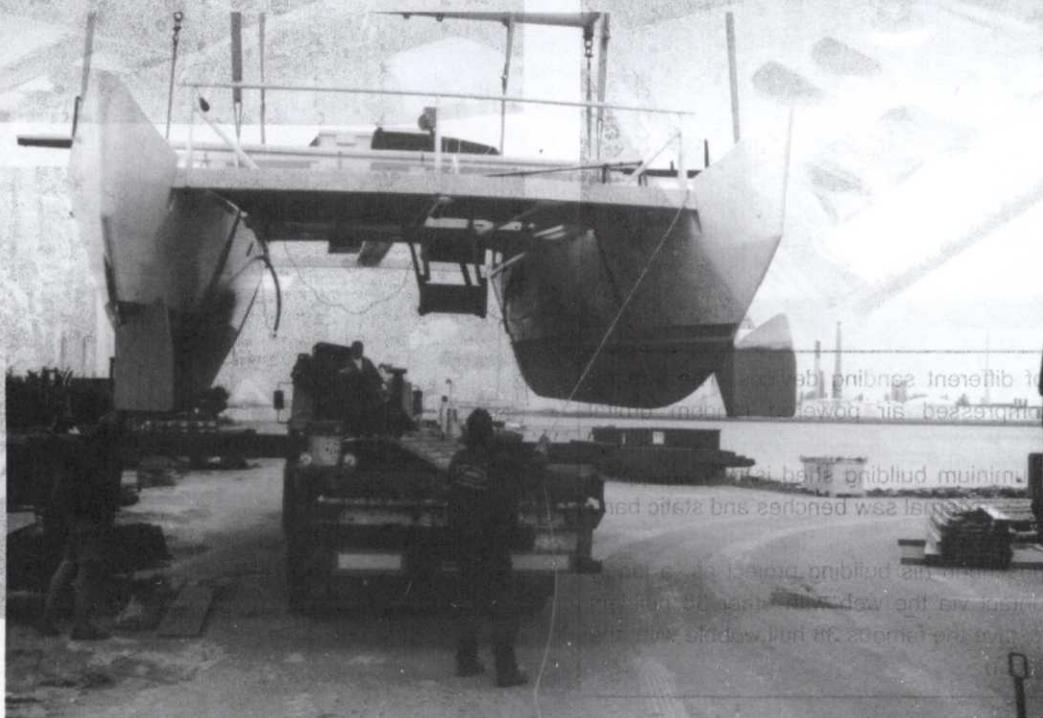
Before she hit the drink she was baptised "Sundowner" by Mrs A. Hersbach, and some friends tied the boat up for me, I was boggled. (*Baggered Gerard!!...the mind is working the possibilities!! - Adrian*)

The following days I fitted my 8 HP. diesel outboard motor and steering.

The harbour board gave me a bit of a hard time wanting to know when I would be leaving. Finally the day arrived, and I

motored across the Nieuwe Maas, and over to the Park Sluis, (lock) and when we were on the Schie, motored past Delft and to wards Den Haag. The motor performed great all the way, and I wondered at the moment if I may keep her as my main power unit! I shall have to see how she performs on the North Sea when there are some waves.

Keep building so you can go sailing in your own boat, if you want to you can also finish her! Greetings!



TIKI 38 ~ BUILD

Adrian Honeybill reports on his visit to California in late spring 2000 and his visit to Ray Kohlscheen in Sonoma.

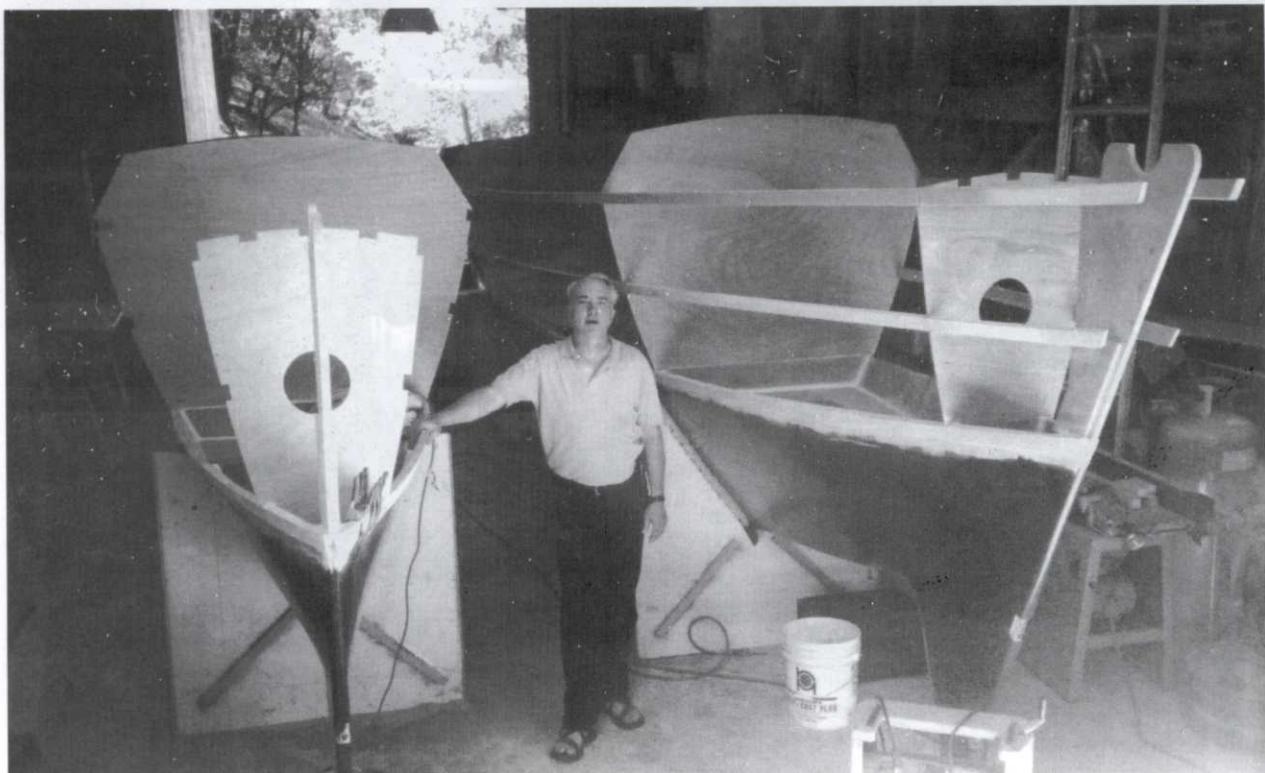
My thanks to Ray for letting me visit. On the day I came over it was nearly 100°F and summer had not started! Another well funded and resourced build project!



Above: 3 years of different sanding devices. The firm favourite is the compressed air powered random orbital sander.

Right: The steel/aluminium building shed is fully equipped, insulated, with power, external saw benches and static band saw , pillar drill etc.

Below: Ray. He described his building project as "a lonely path". He kept contact via the web with other 38 builders and was able to resolve the famous 38 hull wobble with the Internet support group.



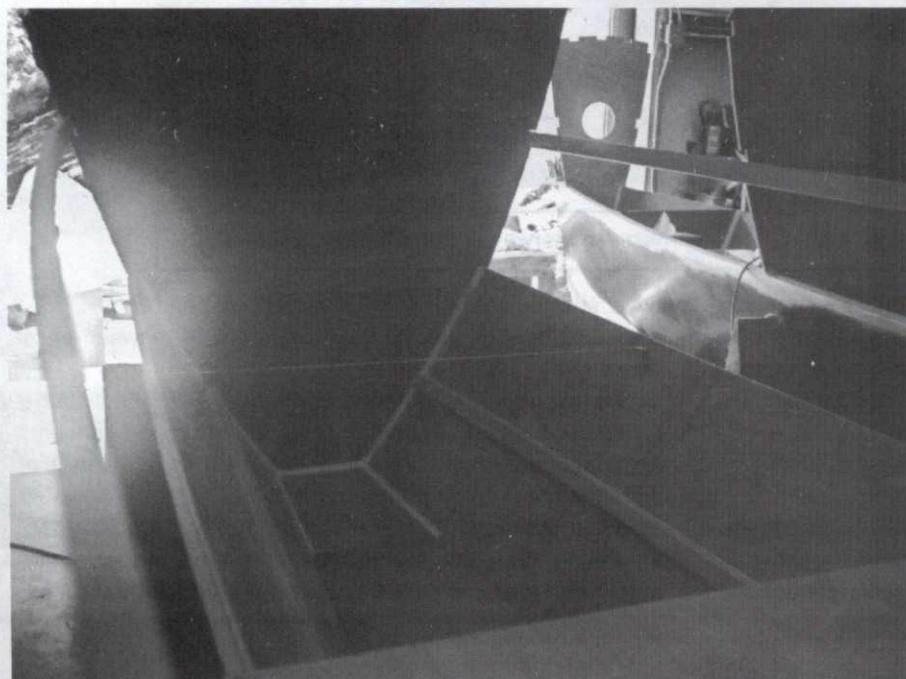


Left: One of the non standard features is a double bunk. Other features (not shown) include a shower area.

The famous wobble was eliminated with a dummy 2x4 external stringer to pull the ply into line.



Right: The shed is large enough for both hulls to be built side by side. The lower sections are covered in copper enriched epoxy for anti fouling.



Left: One way to keep the stringers / deck planking to follow the curve line is through the use of a wire tensioner. Bolts on either side are tensioned with nuts/ penny washers arrangement. The wire is threaded through holes in the bolts. Very effective. The holes are filled with epoxy/fibre when the next layer of planking is fixed.

TIKI 30 ~ ANNA SOPHIA

Günter and Gundí Zimmermann, Austria

Günter tells their experiences during two sailing seasons in the Eastern Mediterranean

We started building Anna Sophia at the end of 1994. She was assembled in a barn and painted in a hall of an abandoned motorway-station at Hochstrass, a little village in the Vienna woods 550m above sea level. After a farewell party for our „Neusiedlersee - trailer - sailor - community“ we moved her down to the Adriatic sea in August 1999.

Gerhard Bobretzky (JWD-agent and translator for the German speaking countries) not only lent us the trailer of his Tane for the hulls and the mast but also moved it down to the sea with his minibus. From one of our neighbours we borrowed another trailer for the cockpit and the beams. After a night and half a day at the motorway we started to put the boat together in the marina San Giorgio di Nogaro near Trieste/Italy. A big number of relatives and friends was there to help.

We set sail beating to windward. Tacking is no problem if the initial speed is sufficient, if she is steered smoothly through the wind and if the jib is backed until the main starts filling. For an open bridge deck cat she rides the waves comparably dry as most of the spray is caught by the trampoline. On the way back sailing before the wind Anna Sophia started surfing down the waves and so we came back to the lagoon in a euphoric mood.

The euphoria was immediately gone when we realised we couldn't get the main down. It turned out that the double block for the two halyards of the main (Barton, size 3, ball bearing) had been distorted and the throat halyard had been jammed. So Gerhard, the lightweight among us, was winched to the mast top and had to cut the block with a metal saw. Back in San Giorgio we bought two Harken single blocks, Gerhard went up the mast again and since then the two halyards work perfectly. The reason for the failure of the double block might be the fact that the gaff of the Tiki 30 is much longer than that of the 21 and the 26. Therefore the angle between the two halyards is bigger and so is the strain on the block. If using two single blocks instead held together

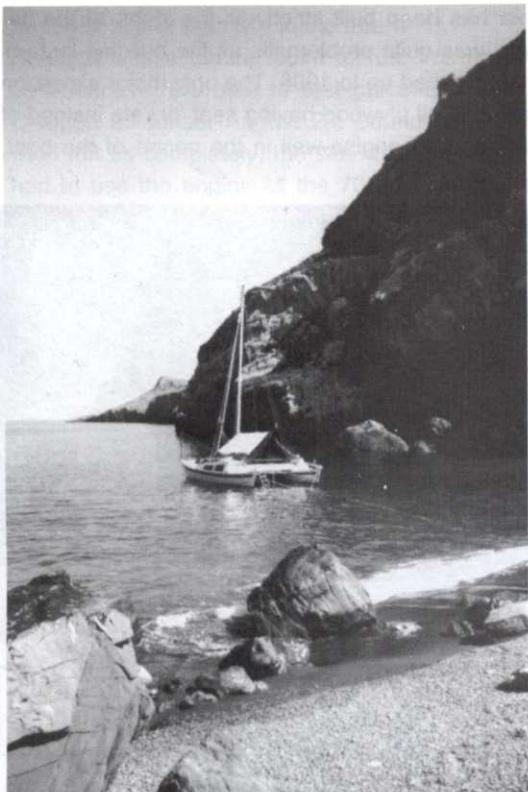


Günter + Gundí on Anna Sophia at Hochstrasse—motorway station, August 1999

August 10. we launched Anna Sophia by travel lift into the river Corno and together with Gerhard set out for the first test-sail. We went down the river under engine, crossed the lagoon of Marano and headed out to sea through the outlet of Porto Buso. The tidal stream went out against a southerly wind of 4 bft causing the inevitable wave barrier in the outlet. We had a breathtaking but marvellous ride across and when we realised that a following motor yacht of nearly double length was pushed around and driven back to the lagoon at her first attempt. We were really proud of our boat.

by a shackle they can move rather independently and usually end up at an angle of 90° between each other.

In the evening Gerhard left for Vienna and Gundí and I sailed down the Corno to the confluence with a smaller river, anchored, had some marvellous red wine to celebrate the first day aboard Anna Sophia and went to bed. At two o'clock we woke up. The wind was roaring and the boat was shaken by the gusts of a thunderstorm. When I opened the main hatch the wind pulled it out of my hand and broke it off



In a bay of the E-coast of Kythira

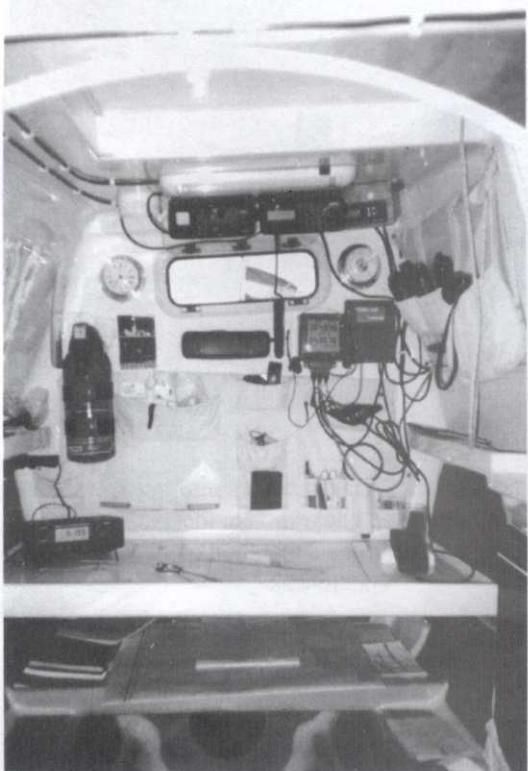


InPort El Kantaoui

the roof. I was fully awake immediately and successfully grabbed the hatch and its stainless steel tube before they could go overboard. Meanwhile our Fortress anchor was slowly dragged through the muddy ground and we ended up in the dense reed at the riverbank. We tied the boat to the reed and after the wind had calmed down went to bed again.

The following day we repaired the hatch, secured both hatches with a cord, went swimming, watched the solar eclipse (August 11.99) and relaxed. After a calm and quiet night we went across the lagoon to the port of Grado and anchored in the nearby Canale San Pietro d' Orio on sand. Next night - second thunderstorm: A lightning strikes near our boat but the anchor does its job and we don't open the hatch...

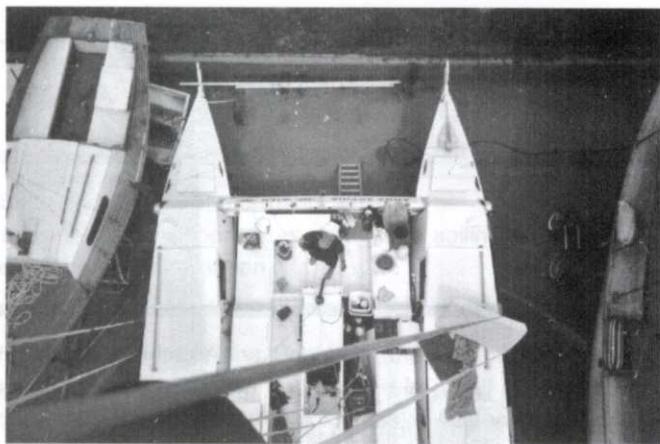
We spent nearly a week in and around Grado and had the first visitors on board, our son and his family. I had to finish the electrical installations including our navigation system (Corus/Navico) and Gundi had to get the pantry organised. On August 18. we left Grado. It was a day of windward sailing to Venice where Anna Sophia was moored between two dolphins. When leaving for Chioggia two days later we had the inevitable experience of getting a rope into the propeller



Starboard hull, navigation

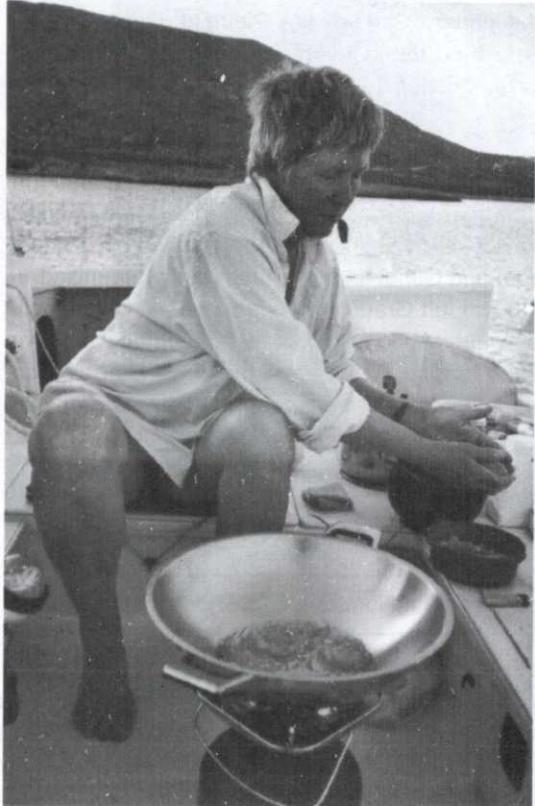


Porthull, pantry



View from the masthead

which meant one hour's struggle and a good lesson. Down to Chioggia it was a ride before the wind with one reef in the main, enjoying the ease of gybing the cat. We entered the crowded harbour of Chioggia already in the dark and ended up moored to two lamp-posts at a local promenade, cheered by the people passing by, watching us drying our oilyies and preparing dinner on deck. One might be shocked about this lack of privacy but being in Italy we like it. Next morning we had two guests on board, two catamaran sailors who saw their first Wharram at close quarters. They wanted to know every technical detail but we had a little problem. They spoke neither English nor German and I had not used my little Italian for decades. Anyway it worked. After two hours they were deeply impressed by Polynesian catamarans and left me dead tired.



Gundi cooking al fresco

Anna Sophia has been built strictly to the ideas of the designers which was quite problematic as the building instructions were not finished up to 1998. The only major exception is the cockpit. It is all plywood having seat lockers instead of canvas seats and an engine-well in the centre of the boat,



Kleftiko

big enough to tilt the outboard. Our engine is a 9.9 hp fourstroke Yamaha with double thrust propeller in the ultra long shaft version. The Wharram community in and around Vienna had warned us that a fixed engine in the centre of the boat would mean heavy problems when manouevring in harbours. Exactly the contrary happens. The rudders work even with very low speed and moving the boat at close quarters is nearly as simple as parking a car. The wheel effect is virtually missing. Even in big waves the propeller never comes out of the water and pitching is reduced, having the engine near the centre of gravity. Especially in the Mediterranean where you can get becalmed for days an engine of



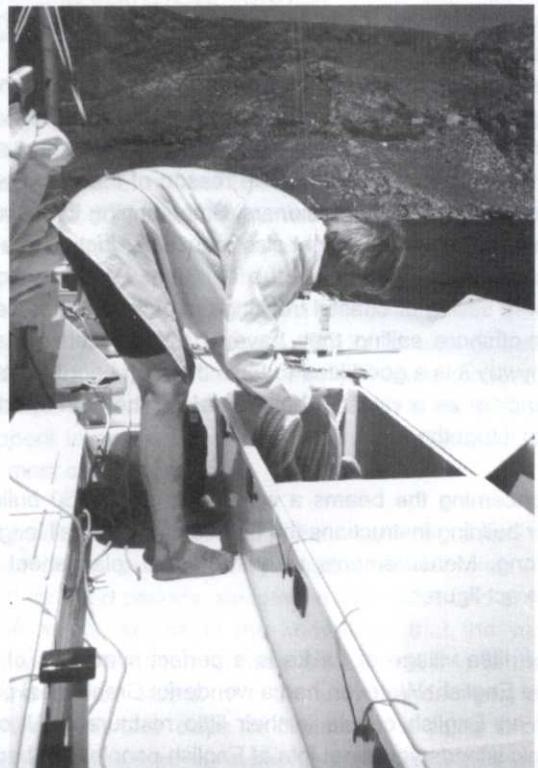
Leaving Greece for Sicily under engine power, remote control has to be pushed backwards to move forward!

Crew watching the instruments mounted on the rear of the engine-well.

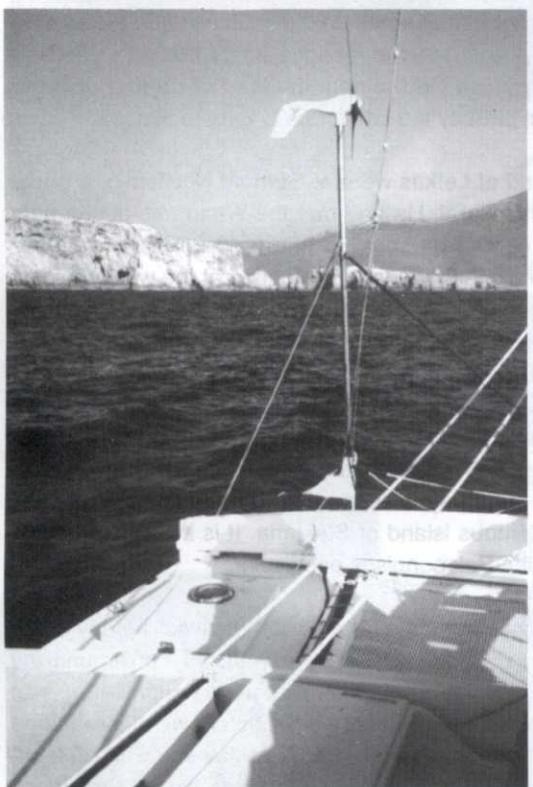
appropriate strength and low petrol consumption is a must. We needed 1,2-1,5 litres per hour at a maximum speed of 6 knots. Also at motor sailing Anna Sophia behaved very well when we wanted her to point higher. Under full sails alone with tilted outboard against 3-5 bft it makes no sense to let

her point higher than 60° to the true wind.

Chioggia was a turning point for us. We had won enough confidence in the boat to test her offshore. When we left Chioggia at sunset August 23. bound for Pula/Croatia the wind left us completely, the sea was absolutely flat and we had to use the engine all the 70 nm across the Adriatic to Pula where we arrived next morning. A few days later after visits to the bay of Medulin and the sand island of Susak we cleared outwards at Mali Losinj for another 70 nm crossing



Kagio Bay, May 2000. Gundi clearing the anchor rode



All beam belts are already replaced by lashings.

to Ancona/Italy. This time we made it under sails for about 2/3 of the way mainly at a broad reach (wind up to 10, boat up to 6 knots). Moored in the busy and dirty commercial harbour of Ancona we spent one day and one night experiencing our third and so far last thunderstorm. After a day of motor sailing down to San Benedetto del Tronto we left Italy again on August 31. bound for Vela Luka on the Croatian island of Korcula, a leg of 130 nm. We had constant northerly wind beam on up to 20 knots with one reef in the main, 3/4 fore sail area and boat speed up to 8 knots (waves 1.5-2 m high). For a lunch brake we tested her heaving to. With one reef in the main we needed the full foresail area to balance the boat. At night the foresail came down with broken halyard and I got a good shower when saving it in the trampoline.

Clearing inwards and outwards is absolutely necessary in Croatia but if you do so they treat you correctly and in most cases friendly. In Italy nobody bothers about yachts even if you come from non-EU countries.

From Vela Luka where we had set the foresail again with the spare halyard (designed for a spinnaker) we sailed to the island of Hvar in an act of nostalgia as we had spent our honeymoon there 35 years ago. Now the mast unit of the anemometer packed up and for the rest of this sailing season we could only estimate the wind speed. Down south in the harbour of Dubrovnik we started our fourth and last Adriatic crossing. The weather forecast announced „bura“, the gale force winds falling down the mountain ranges of the Croatian coast. Out at sea this means good sailing conditions. We left Dubrovnik becalmed and bound for the Bari area at September 9. 10 30 a.m. Two hours later under full sails at a broad reach we managed 5 knots. At 5 p.m. we had already two reefs in the main and the foresail reduced to 2/3. For long periods the boat speed exceeded 10 knots. Sleeping in the hulls is possible up to 6 knots. If the speed increases and you are already familiar with the strange sounds within the boat you can relax but not sleep any more. We had hoped the Italian coast would be in sight in the morning but shortly after midnight we could see the first lights. The GPS told us that the strong current coming down south had already moved us out of reach of Monopoli, the south most harbour of the Bari area. The nearer we came to the coast the higher were the waves. So we decided to change course and port of call and went down parallel to the coast with the wind and the current. After our experiences in Ancona we did not want to go into Brindisi. Crossing the traffic separation scheme that leads to this big harbour we got becalmed in an area where ferries seem to sail in convoy. Thanks to our engine we could get out of their way. In the afternoon the wind came back and at 11 pm we entered Otranto harbour with another 180 nm on the log. Dead tired we tied the boat to a huge unused mooring buoy.

Two days later we set out for Greece. As we wanted to avoid Albanian waters we went down south to Cape Santa Maria di Leuca and there changed course to the Greek island of Paxoi passing the west coast of Corfu to our portside. It is already dark night, sometimes illuminated by lightning far down in the south. We have no wind but swell from south exerting heavy diagonal strain on the boat and making the ride very unpleasant. We hear strange sounds from the front and



Port of Kapsali Kythira.
Walkway, main anchor, wind generator, rollerjib.

the aft beams which we had already noticed at our last Adriatic crossing, but as we have retightened the beam belts in Otranto we don't take it serious. At 4 a.m. I take over from Gundi. We get northerly wind and set sails. On a broad reach the boat makes 6-7 knots. Sitting at the helm I realise the strange sound again. Automatically I check the inner portside belt of the aft beam next to my seat. To my sheer horror I can put my hand between the belt and the beam. The belt has become completely loose. After retightening it an immediate check of all belts revealed that the inner starboard belt of the frontbeam has also come loose. All the other belts are still o.k. So we have missed a good chance of each of us having his own boat... Just before sunset after a day under engine and just a few hours under sail we dropped anchor in Lakka bay, Paxoi, 105 nm from Otranto. When fishermen came near in their boat Gundi proudly approached them in her nine years unused Greek : "Kali spera (good evening)". „Grüss Gott“ it shouted back in perfect Austrian pronunciation. Tourism has changed this country in a breathtaking way, to the better and to the worse like everywhere else in the world.

Our main task in Lakka was to get down the belts one by one and check them. Only the four inner (cockpit side) belts of the front and aft beams showed signs of chafe. The one on the starboard side of the front beam was already in serious condition. We had imported 30 belts directly from Eng-

lish Braids to Austria (for Anna Sophia and for Cal O' Neal's Copycat). They have over centre tensioners made of stainless steel (OCS 50 E) each connected to 1500mm of 50mm Terylene webbing. It seems the friction between the tensioners and the webbing is too small for the exerted strain. So the belts came loose although the tensioners did not open. We had made the slots for the belts in the beam locating blocks big enough to get 8 plait prestretched polyester rope with diameter 5mm through. So we replaced the four problematic belts by lashings and left the other 8 in place. In August 2000 just before leaving southern Greece for Sicily we found that all 8 belts showed signs of chafe and replaced them by lashings as well. After the following 560 nm to Sicily and Tunisia the lashings did not show any sign of change or weakening. The reason of the chafe were the sharp edges of the tensioners. Smoothening them would not only be tiresome. It might also reduce the friction to a greater extent. If you want to use the Tiki 30 as a trailer-sailor for in-shore sailing or coastal trekking the belts may be useful. But for offshore sailing they have to be replaced by lashings. Anyway it is a good idea to have them on board for an emergency or as a valuable help for taking the boat apart or putting it together.

Concerning the beams a warning to all Tiki 30 builders: In our building instructions the figures of the overall length were wrong. Measurements taken from the „plan sheet 1“ give correct figures.

The little village of Lakka is a perfect symbiosis of Greeks and English. We even had a wonderful Greek meal prepared by an English couple in their little restaurant. All over the Ionic islands you meet lots of English people. We had hoped to meet the Wharrams at Corfu but Gerhard Bobretzky could not find out where they had moored Gaia. A few days after we had left Lakka an English monohull sailor approached us in a restaurant further south on the mainland and asked if we knew that „the chap who designs boats like ours“ had his boat in the marina Gouvia near the town of Corfu. But in this stage it was already too late for us to turn back north.

On the island of Lefkas we met Gerhard Noisternig, an Austrian, with his Narai. He had met the Wharrams at sea near Corfu. We carried on south to Ithaka, Kefallinia and Zakynthos and to avoid the leeshore situation at the western coast of Peloponnisos sailed to the two little islands called the Strophades. We anchored in the shallow water between the islands well protected against the westerly winds. After another day's sailing we slipped through the shallow northern inlet into the bay of Pylos/Navarino where a combined English, French and Russian force sunk the Turkish fleet in 1827. This huge bay is separated from the open sea by the long mountainous island of Sfakteria. It is the safest natural harbour of the Peloponnisos peninsular.

October 6. was our last and most beautiful sailing day of the 1999 season. Under full sails we went 40 nm around the Messini peninsular passing the huge Venetian fortress of Methoni and the little town of Koroni before we moored Anna Sophia in Kalamata marina. The next day she was lifted out of the water and brought to the dry dock where she stayed for the winter.

ON DECK PODS AND SEAWORTHINESS

Some thoughts from STEVE TURNER

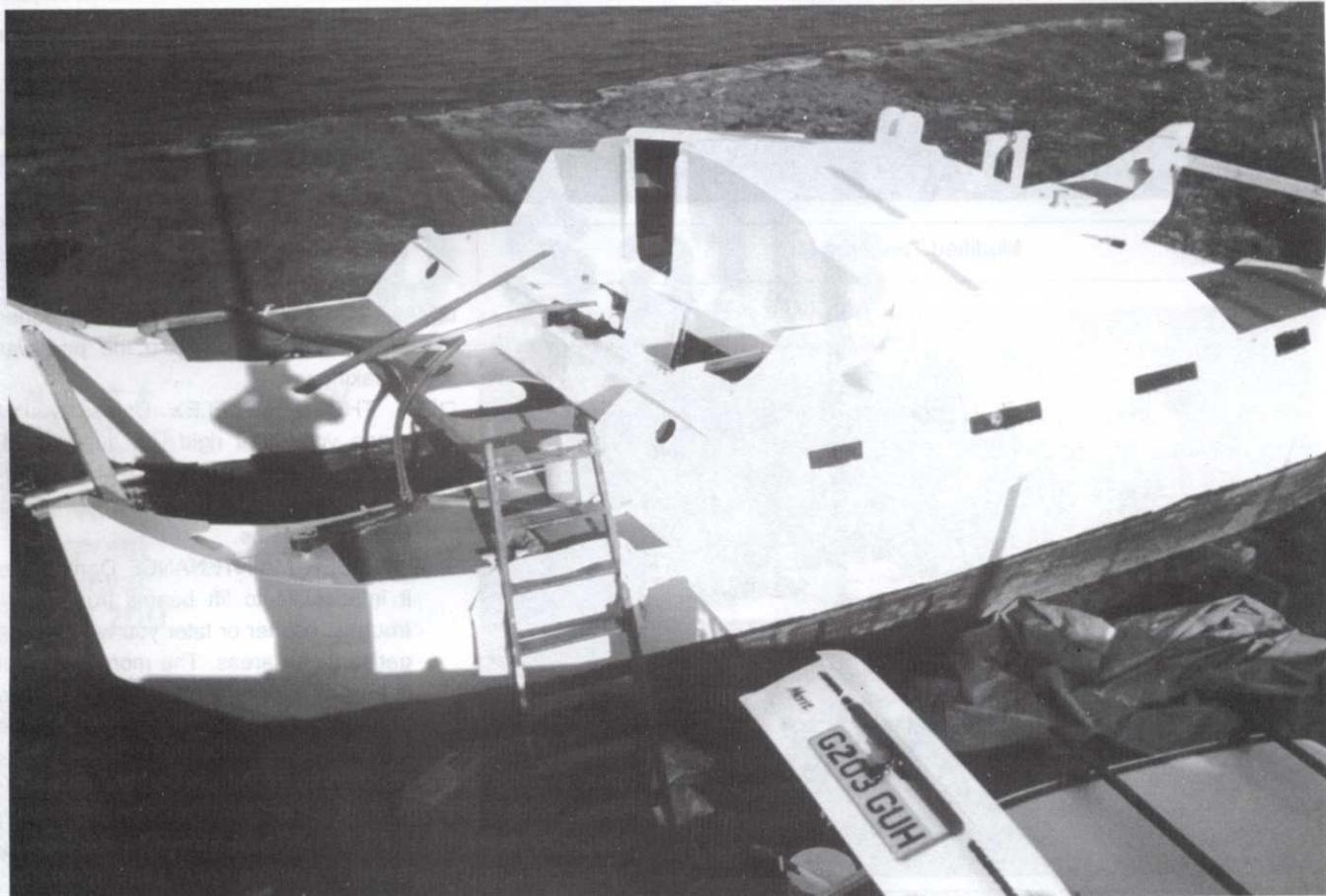
One factor of great importance, which is often neglected when judging the seaworthiness of a boat, is shelter. A boat that is a witch to windward, has generous stability and is strong and powerful with reliable water-tight hatches cannot be considered truly seaworthy unless she also affords her crew enough protection. The amount of protection required will vary with the hardiness of the crew and severity of conditions likely to be met. Bob Beggs' multiple Tiki 26 ocean crossings and Rory MacDougal's Tiki 21 circumnavigation are testaments to the abilities of these little boats (conceived as trailerable coastal cruisers) but owe much to the ability of the skippers to survive privations far beyond those acceptable by most cruising families.

Racing yachts will often offer only the most rudimentary accommodation. A comparatively large powerful crew will "rough it" for short periods, sleeping in their oilies and eating makeshift meals, secure in the knowledge that the yacht club showers and marina facilities will be available to them at the end of their ordeal. For the short handed long distance cruiser, this is a recipe for disaster. The ability to pro-

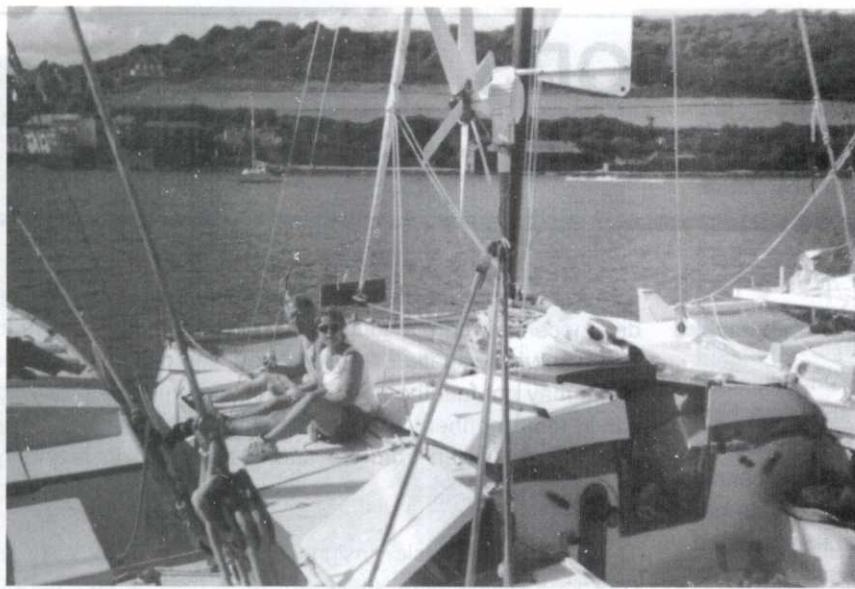
vide hot food and drinks, a dry safe bunk to crawl into and some shelter for the helmsman are factors which make the difference between a tough, "character forming" passage and a survival situation. Those of you who cruise in warmer areas may not feel the need for shelter as much as we who sail in more northern latitudes do, although for all of us the need for protection from the sun is becoming increasingly important.

The Wharram Classic designs didn't feature any form of cockpit or helmsman's shelter, most of these boats started their sailing careers with clear open decks, the helmsman standing or sitting unprotected at the tiller of even the biggest cats. A large number of these boats quickly sprouted a variety of sheltered helmsman's positions, many of which have been seen in the pages of this magazine, (or its predecessor The Sailorman.)

The Pahi 31 and the Pahi 42 were the first designs to feature cockpits and the deck pod on the 42 at last gave the Wharram sailor something to shelter behind when going to windward! The next design to include a pod was the Tiki 28, unfortunately this boat was for professional build only and only a small number were built. However the idea of a deck pod caught on with Wharram enthusiasts and they started adding



John Hobb's Pahi 31 monocoque "Casine"



Tiki 28 at Plymouth meeting



Modified Tangaroa Mk1



GRP Tiki 38, with owner designed pod

them to all sorts of Wharram cats. When we built Dave Hender's "Big Tiddles" (a 32' Tiki one off) a safe comfortable cockpit and a good pod were top of the list of required features. Most of the recent larger Tikis were designed with well-protected helm positions and deck pods as standard, these boats have inspired quite a few Classic and Pahi sailors to improve their boats along similar lines.

Christiano Ridolfi bought an old and tired Pahi 31, repaired and refitted her, gave her the Tiki rig and added a compact deck pod, transforming his boat into a useful ocean cruiser. Pete Kyne, who has had Tiki rig on his Pahi 31 for some years, added a deck pod for last season and took his children cruising for the first time. Even some of the smaller Tikis have benefited from the addition of a simple pod, (see Seapeople 33 for details of Ebb Ballentyne's Tiki 26 modification) Will Lee and his partner Lucy are crossing the Atlantic at the moment in their Tiki 26 "Meira", which has a very simple pod sheltering the forward half of the cockpit. Several Tangaroas have been updated with sheltered cockpits and deck pods, including the Preischl's "Sleipner" , Nick Smith's "Myros" and Val and Richard Rummery's "Salad Days" featured in Sea People #42.

There are a few basic principles to keep in mind when planning any such modification:

- ❑ **KEEP IT LIGHT** Try to ensure that your pod doesn't weigh more than the slatting etc it replaces.
- ❑ **KEEP IT SLEEK** An ugly deck pod can ruin the look of your boat faster than any other modification.
- ❑ **MAKE IT STRONG** Pete Goss abandoned "Team Phillips" because the pod was breaking up!
- ❑ **LET THE BOAT FLEX** Unless you've made your boat rigid like the Tiki 28, you must not build a pod which interferes with the natural movement of the hulls and beams.
- ❑ **REMEMBER MAINTENANCE** Don't make it impossible to lift beams from beam troughs, sooner or later you will need to get to these areas. The more difficult it is to gain access, the less likely you are to keep up the maintenance and these are parts of the boat where problems often start.
- ❑ **REMEMBER IT'S A SAILING BOAT!** Don't obstruct the run of the jib sheets or the set of the sails.



Will Lee's GRP Tiki 26 "MEIRA" on the beach at Culatra.
The addition of this deck-pod has encouraged Will & Lucy to go ocean cruising.

A Sails

N O T E N E W ADDRESSES

**80 North Rd.
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

