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# *The Sea People*

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- Jim's Column
- Tiki 26 Solar Satellite Email
- Cat-Corner in the Cabo Verdes
- Cat-Astrophe averted in Scillies
- Cat-construction
- Feature – Sails and Sailmakers
- Guesstimating the Wind & Weather



# SAILS



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Magazine of the  
Polynesian  
Catamaran  
Association



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### Cover Picture:

Ted Moulson's Tane 'Astrophe' comes ashore in the Scillies during the October gales of last year. There's more of Pahi 31 skipper Pete Kyne's photographs and description on page 20

### From the PCA Constitution:

The objects of the Association are to promote and further the interests of builders and owners of Polynesian Catamarans, and to encourage the development of good seamanship in all its aspects amongst the association's members.

"Polynesian Catamarans" shall mean the various classes of catamarans as designed by James Wharram.



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### **Introducing Ken and Anita Hook, our industrious PCA secretarial team**

Ken Hook, 53, 182cm, 84Kg, grey, blue,vegan, non-smoker, non-drinker, not available, sailing experience to date lots of dinghies and cruising matching RCD category 3 offshore, southern UK. I'm early retired from almost 30 years in commercial computing and other hats that I wear are (snow) ski instructor, adult literacy and numeracy tutor, masseur (swedish), chef.

Anita Hook, 35, 158cm, 59Kg, dark brunette, blue, vegetarian, non-smoker, not available, cruising crewing experience limited so far matching RCD category 2 inshore, English Channel. I have worked extensively with animals and am very much into cats of both sorts. As well as two catamarans and two cats of our own we are fostering two more waiting for new homes.

I'm a builder and sailor, "Kentiki" Tiki 21 no. 564, "Ben-Tiki" Tiki 39 based on Tiki 31 plans no.86. Joined PCA in 1991. Have organised small rallies in Poole area for 6 years.

We will be asking more about you and your boat(s) on your membership renewals, also whether or not you want it published in the yearbook. This should help all of us make better use of the yearbook in the future.

And I want more, for a database of members and boats that will really help members get in touch and get the information they want.

Any additional information sent along with membership renewals, or at any time, will help build these databases. Members can request extracts from the databases on selection criteria either by e-Mail or post. Until I find an easy way for you to pay the postage for replies all extracts will be sent by e-Mail to you or via a member very close to you (geographically & same postal service).





## Jim's Column



<http://www.wharram.com>

Recently, the PCA has gone through a testing time. One of the matters that surprised me was how little many of the commentators who

offered opinions knew of the original history and past personalities of the PCA.

The founding parents of the PCA (both men and women) in 1967 were part of the social revolution that was sweeping Britain in the 1960s, a social revolution that crossed into the then yachting scene.

Recently, Denny Desoutter, the founding editor of the 'Practical Boat Owner', also established in 1967, has gone into Heavenly Sailing. His obituary was in the PBO of April 2001. Here are some extracts:

*"But that was Denny. He gave people a chance. However much he hated form-filling, bureaucracy and regulations – he liked individuals. He was their champion. That, in part, was the motivation for Practical Boat Owner. In contrast to the more elitist and class-ridden yachting magazines, with their committees and cliques, PBO was unashamedly reactionary. It cut through all the posturing and pretence. It asked questions – often awkward ones – and supplied answers – lots of them – many supplied by the readers themselves." .....*

*"Denny's particular preferences could fill a book, let alone a magazine. Above all though, he campaigned for sensible, affordable boats – and against pomposity and cant."*

James Wharram Designs and the PCA were formed and developed at the same time as the PBO. Both had similar ideals, which is why the PBO has always been the friend and guide to the PCA.

If you were to change the names in the Denny Desoutter obituary from Denny Desoutter and the PBO to James Wharram and the PCA, you can see why John Corke, a few others and myself formed the Polynesian Catamaran Association in 1967.

The first members of the PCA were tough, independent minded thinkers. They had to be. In 1967 Self or Amateur boat building was a relative new concept to the English; suitable perhaps for dinghies. Multihulls were also a new concept, only just acceptable from designers who stressed their revolutionary modernity. Even so, they were still regarded in 'proper yacht clubs' as not able to sail to windward and very 'iffy' on the high seas.

So, when this youth called Wharram who had sailed the Atlantic four times with a female crew (at that time women sailors

were not fully acceptable as equal to male sailors) claiming that his designs were developed out of some far off native peoples' concepts (that is why they are called 'Polynesian Catamarans'), then claimed that Mr. Average could build them with a handsaw, hand plane, chisel and hammer, with materials from the local timber yard, and that these designs could then sail the oceans of the world - well, he was regarded as mad, bad and dangerous.

At the time (mid-late 1960s), only the brave, independent-minded had the courage to begin building a Wharram design. So, we needed a mutual support group to share our problems, encourage each other, help at launchings and from then on, keep a wary eye out for possible regulatory bodies, making adverse decisions. That was the stated aim of the first PCA group.

John Corke was the first PCA Chairman. In recent years, the past leaders of the PCA have been consigned to obscurity, with implications of them being out-of-date and of no value in the present time. It is good to remember them, for it gives a balanced picture to the PCA.

John Corke was a London policeman. He was big and brawny. His hand cradled a pint of beer, making it look like a sherry glass. In fact John Corke's beer making recipe kept most of the early PCA going, particularly at launchings. He was a 'marksman', a sub-aqua diver, flew an aeroplane and played the trumpet in a brass band. One could say, he had Presence; he needed it.

PCA members at meetings in the early years soon reached a hundred and more. Ferocious debates took place over a small increase in subscriptions. John would give all their say, then pronounced a good-humoured summing-up judgment. Malefactors at the AGM who owed subscriptions were publicly, gently reminded!

One year it was my name that was read out, I got away with an admonition and the AGM's dispensation from further paying subs. That is how I became an Honorary or Life Member (nobody knows which). (To regularise my position, I now pay the subscription).

By the 1970s all types of 'rebels' were joining the PCA. One group were Naval Officers, who brought to the PCA a very professional attitude. Captain Jaz Briggs was an example (he retired as a Naval Commodore).

Once, on a naval training exercise he stuck the bows of his Frigate into the narrow stone wall jaws of Polperro harbour and asked a small shocked boy fishing off the wall: "Where are we?"



He took charge of sailing standards and safety (he owned a TANE design) and gave members a simple, personal self-disciplined approach to sailing safety.

Then, there was Lt. Commander Bob Evans - another great chairman. Bob was originally a Carrier Fighter Pilot, one that had survived the highly dangerous change-over time from propellers to jets on Britain's Carriers. Later, he was the Fleet Air Arm Test Pilot, going on to aircraft accident investigations. He built a NARAI MK. II 'Frigga of Cymru', and then retired from the Navy to become a Marine Surveyor. He was short in stature and as pugnacious as the Staffordshire bull terriers that he bred.

He and I were lifelong friends. At his funeral in 1998, the church filled up with friends from the three pubs he kept going, the Navy, his Masonic friends and a full Welsh Choir. The eulogy was read by Mike Higham who had been a treasurer of the PCA. Afterwards, Bob's wife Anthea (one of the great secretaries of the PCA), gave Hanneke and I the first choice of Bob's marvellous collection of tools - quite an honour.

In addition to the larger than life characters were the quiet, unassuming ones who, just as effectively, led the PCA in the 70s and 80s. Richard Bumpus, editor for many years, who raised the standard of the 'Sailorman' (predecessor of 'Sea People' and thus the membership numbers as high as they are now. As mentioned, Anthea Evans, who was a secretary at this time, Peter Davey an even earlier secretary and customs officer in Falmouth, Mike Higham; Nick Armstrong, editor - all quiet people, who with their dedication and work built the PCA into the at that time largest multihull group in Europe.

But there was one 'quiet man' who, more than any other, led the PCA: Robin Fautley. Robin is a chartered accountant. He looks, and has always looked, like an aesthetic medieval churchman. The records show that he held at various times the position of secretary, treasurer and chairman. He never raised his voice, but he orchestrated with a quiet efficiency the afore mentioned group of prima donnas. He selected and edited from the PCA magazines articles to make up the advice book 'In the Wake of the Sailorman', which sold very well (and is still asked for) - all proceeds to the PCA.

As I write this, memories of other PCA office holders and members come to mind, but there are too many to list. As in all organisations, there were down times, but the PCA always rose again.

The PCA is rising again. A new committee; a time for reflection, and a new way forward. Even though I am one of the founding fathers of the PCA, I can only put my observations on a possible way forward as an ordinary member.

One of the idea comments of the last committee on the future of the PCA on the web forum was 'to have fun' without bureaucracy. Well, this to me at the time seemed more like the concept of the 'package holiday', which is roughly 'send us the money, and you do not have to think, we guide you

around as a baby'. It does of course depend on how you define the word 'fun'. From my experience, and that of many others, building and/or sailing a boat evokes much deeper emotions than transitory fun. It has to, for building and/or sailing requires endurance, careful preparation, self-reliance, fear, self-doubt. So many raw, basic human emotions in coming to know them, live with them, feeling in some sort of control or balance with the forces of wind, waves and nature; 'fun' as a description of these feelings is the ultimate in shallow thinking. Of course, this is a personal opinion, on how I define 'fun'.

What is not a personal but factual, is the last committee's retiring chairman, Adrian Honeybill's comments on page 3, January 2001 issue, on where the present PCA membership is coming from.

He wrote:

*"Today, under 20% of members are builders, and under 35% have bought plans or 'Wharram Built' boats from JWD."*

Analysing this from a member list of about 575, and you will find that 65%, i.e. about 370 of the present PCA members are second-hand Wharram boat owners or own no Wharram boat at all! That only about 115 members are actually building Wharram designs!

The question has to be asked: Why?

Because, since 1992, we, JWD, have sent out to our new builders, 1100 invitations and sample magazines to join the PCA. The fact that only one-tenth of these joined or stayed with the PCA (Adrian's figures) does raise some serious questions of Why? For in this new 21<sup>st</sup> century, the PCA needs all the members it can get and hold on to.

Denny Desoutter of PBO wrote prophetically in an editorial of 1974: *"And now big business is moving into boating, there is likely to be a growing need for defence against the twin business weapons of money and monopoly"*.

From my privileged position as editor's friend or acquaintance of some of the world's yacht magazines, I can write that some major yachting editors now take Denny Desoutter's 1974 warnings seriously.

Aspects of big business monopoly are now expressed in the European Recreational Craft Directive; America seems to be developing regulations favouring big business monopoly. Worldwide regulations on sailing and where one can, are also being thought of and legislated for.

A modern, powerful PCA can be, needs to be, a major consumer voice. For regulation moderation and sailing freedoms. Interesting, that is one of the major reasons why the PCA was formed in 1967. Let us hope that the new PCA committee can be like what JWD tries to be: a combination of the best of the old and the best of the new.

From what I have heard of the new committee, I have every hope.



# CHIEF COOK AND BOTTLEWASHER

Yes this is your commodore speaking. We are now beginning to feel like a committee, and to see the first fruits of our labours. If you haven't already done so then please do visit the new PCA Web site at [www.pca-seapeople.org](http://www.pca-seapeople.org) .

Dave Peak has put a lot of work in and created a fine site based on the previous PCA site. There is a framework there to enable you to contact the committee or convenient parts of the committee. Plans have also been laid to introduce a member's only section of the site where better on-line services can be offered.

Ken and Anita Hook armed with the membership database are ready to answer your membership questions. Ben Mullett has produced this, the first of the magazines under this committee and is looking to do two more before the year is through. Please wish us success, and keep the articles coming!

We are also undertaking a wholesale look at the constitution to see how it can best be changed to reflect the PCA in its present form.

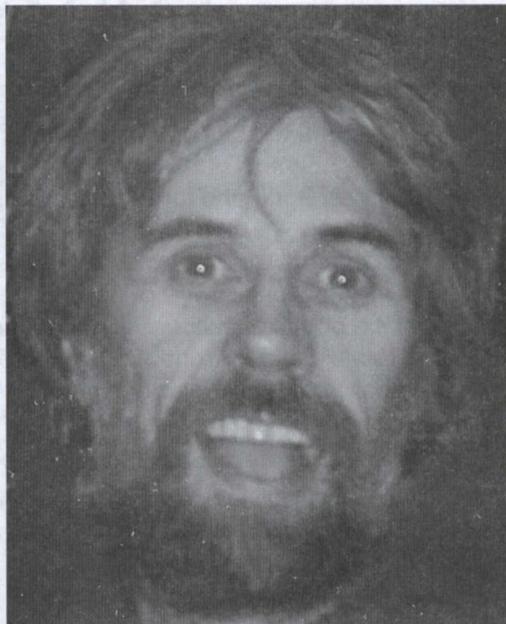
We would like to involve a lot more members in its running, to. Ben and I would like to invite any of you who have a tale to tell to edit just one future issue of the Magazine. We would try to provide support for a guest editor - assistance with layout and formatting of copy.

We look forward to the frequent contributions from around the world but we feel it would be good to see one issue covering more of the activities of our members around a specific location, the Mediterranean, Australasia, North or South America for example. One of the ways that we hope to develop the PCA is to represent overseas members more so here is your chance to give us a real flavor of PCA activities in your part of the world.

Whichever part of the world, we need more local representatives. In England we have Si Belk for the North-east, Dave Barker for the East Coast, myself for the South Coast, Ken Hook for the Poole area, and Steve Turner for the South West.

Gerald Winkler maintains contact for mainland Europe, John Russell for North America, Frank Sarnighausen for South America and in Australasia it is Lee Shipley.

There is a clear need for more representatives in some areas, so if you feel you are not fully covered by any of the existing areas and would like to change things then **we would like to hear from you.**



Dave Weinstock pictured enjoying the excellent Southern Social meeting in Emsworth on 3rd March

Can you arrange a local rally? Are there already local rallies taking place that we don't know about? Those of you who said that the PCA is orientated too much towards the UK, now is the time to stand up and be counted! We are ready and willing to support you.

Is there anyone interested in looking after the PCA's products? We currently have a selection of items of clothing that display the PCA logo and Club Burgees that display the Wharram logo. We want to source further supplies of the current range and look at the possibility of developing the range further.

Are any members interested in acting as archivists? They would seek out and contact Wharram owners and acquire photographs and other material for the magazine editors. We could build up a database of Wharram designed boats and the detail of their previous owners and activities.

Over the last year we have been preparing a database index of the Sea People magazine. Now we would like volunteers to help in the proof reading of the data already input. Later on we may extend the index and will wish to ask for volunteers to seek out and input more data to help all members searching for information in this valuable resource.

The PCA is your association. Your committee will work to develop the structure of the PCA but it will be a dull association if the only input is from a committee. We all want the association to continue to grow and using the current Web technology we have the opportunity to involve many more people from further away. So, ask not what the association can do for you, but what you can do for your association!

We are eager to hear from you.

Dave Weinstock,

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# EDITORIAL

A warm welcome to all of you from all of us – your new committee and its editorial team members. Thanks too to the outgoing committee and editorial team for all the years of work, and for their good wishes to us beginners .

Receiving a 'Jim's Column' was a particularly welcome surprise, and as ever it raises hard questions. We bought our own Tiki 30 plans partly because of the PCA and the potential builder support it offered and indeed delivered. Without the unfailing technical help from JWD and the regular moral support by phone, email or in person from PCA members old & new, our 'Pilgrim' might yet lie unfinished. Why then should so many plans purchasers choose not to join us?

Change, they say, is the only constant thing in thing this life. So let us ensure that any change in the PCA is for the better!

The Sea People editorial huddle are (like their predecessors) researching approaches to content and production. For the moment we are continuing "steady as she goes", with the exception of trying a digital method of submitting this issue to our printers. This will hopefully save us time and costs.

## *Legislation and safety*

You may have read or heard of the changes in legislation (eg the European RCD) and safety regulations that we face. Scott raises this on our letters page as indeed does James in Jim's Column.

My view is that it is almost impossible to legislate for safety, and thus make sailing foolproof, since fools are so ingenious, which includes me.

As Wharram sailors, we have a head start over many others (some of us would say all others) in safety issues, but we would all do well to heed the warnings against over-confidence posted by James Wharram on his website earlier this year. There is no substitute for prudent seamanship, however well-found the vessel. We are planning some relevant articles, starting with a modest one on Weather Guesstimation (!) in this issue.

## *Articles for The Sea People*

After the last bumper issue (43) the pot of articles was understandably almost empty. We cannot promise to publish everything we receive, but believe me, we are usually in need of good material.

This is your own magazine, and it is your rich experiences of building Wharrams, sailing Wharrams and living life that make it what it is. Electronic submissions in Text format are easiest for us, with pictures in JPEG if you can do that.

Failing that a postcard or letter with photos is just fine. So please do give it a go! We'd like to hear from you.

The dreadful alternative is a magazine full of Editorial waffle! You have been warned... <grin>



A BIG hairy editorial thank-you to the PCA stalwarts who have produced fine articles and illustrations for this issue, at pretty short notice, and often under challenging conditions. Thank you, my friends.

It's at times like this that I know why I joined the PCA in the first place. The camaraderie, the unexpected help and cheerful (if bawdy) advice from all sides were a splendid thing for a new member living (then as now) far from home waters. Keep it up, folks, your encouragement helped us to get afloat, and there are others in need of the same, or maybe this time it's your turn to be down. It happens to us all from time to time. Be of good cheer, for help is at hand.

A well-known multihull designer who thought I was a potential customer (I was, but not for long) once described a Wharram meeting as reminding him of a gypsy gathering. My reply was along the lines of:

"Absolutely right, comfortably remote from the 'city suits' and their bourge-mobiles, seaworthy, home built and repaired, with firelight on the beach, live music, lewd dancing, fresh food, good company and probably some lethal homebrew. And we look after our own. Aren't you envious?"

Answer came there none, so maybe he was. I'd just been to a PCA bash at Carbeile, so I knew whereof I spoke....

## *Finally*

As Adrian said in the last issue, the PCA now has the opportunity to work from a blank canvas if we so choose. In my view we will go even further if we build on the fine basis built by all our predecessors at the PCA

Thanks for the good wishes, guys, and thanks too for all the hard work that all of our predecessors have done.

And yes, I know this issue looks a bit untidy, but it should improve with practice!

Bon voyage and safe landfall.

Ben Mullett

First time Editor



# PCA News

## London meeting

The PCA faithful gathered on 13<sup>th</sup> January 2001 at the Albion public house in Hammersmith road near Olympia.

Apologies for absence were received from Steve Turner, who called in from the recovery vehicle that was returning his car to Millbrook. We were sorry to miss Steve, and hope his car gets better.

Scott Brown explained on behalf of the outgoing committee that the voting deadline had been extended to allow for the UK postal delays, and that there was therefore no possibility of a new committee being in place until February.

Those committee candidates able to attend had already held a pre-meeting to help ensure a smooth changeover when the election was finalised.

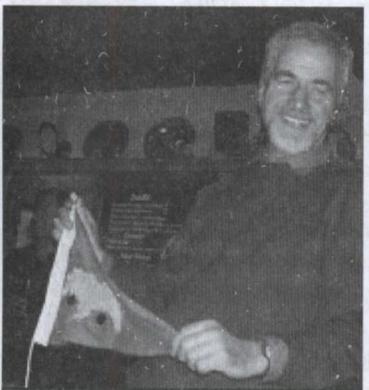
Scott announced John Whalley's professionally produced video of his family's voyages on Tirla (Pahi 45 evolution) in the Mediterranean, and a swift show of hands revealed that a majority were in favour of seeing this right away. So in a relaxed atmosphere we were soon tucking in whilst the TV and video were set up.



John Whalley taking questions.

John commented this excellent video in fine style, and also took questions from the floor. Your reporter was seriously impressed by Tirla's casual ability to slide along at high speed with minimal wake, in fine Wharram style.

Afterwards, the meeting was called to order to recognise the retirement of Scott Brown from the PCA committee.



Scott receives his award.

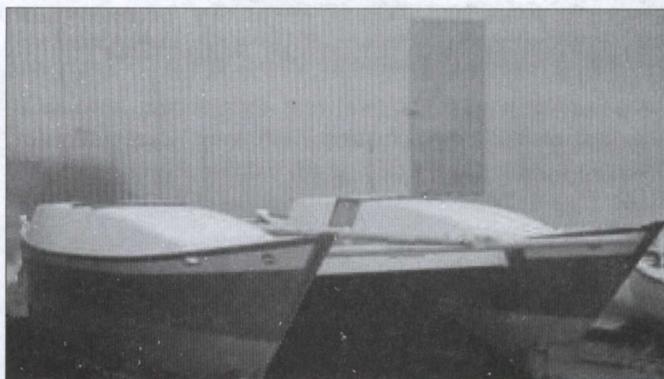
A long term member of the PCA, Scott has been afloat on and off for more decades than we care to reveal here. Like so many Wharram enthusiasts Scott started on monohulls, but was smart enough to know a better solution when he saw it. His unstinting input to the PCA has been witnessed by all who have visited his barge, particularly when memberships are coming

in or a magazine is due out. In recognition of this, the avail-

able committee candidates (no election result yet) had agreed unanimously that the first order of business for their first new committee meeting would be to ratify an honorary lifetime membership for Scott. He was duly presented with the 'Hairy Eyebrows' PCA burgee that signifies this.

Your reporter had a train to catch, and reluctantly left a meeting bubbling with good fellowship that was looking forward to another fine year for the PCA and its members. Cheers!

## Sirimamy for sale



Richard Mcllroy and Debs Klein have reluctantly put their beautifully built almost-complete monocoque Tangaroa 35 'Sirimamy', on the market, as featured in Sea People issue 40. It needs a rig and fit-out before launching. If you know anyone who might be interested, Richard has placed an advertisement in 'The Ditty Bag' on the outside back cover.

## Saroa

Richard Bentley hopes to return to his Pahi 31 'Saroa' at an inexpensive yard near Faro in southern Portugal. We hope to hear more from Richard about this yard, also his epic 8-day single-handed Biscay crossing and the effects of sleep deprivation. Something about hearing voices.....?

## Meira in the Cape Verdes and more

Will and Lucy in their Tiki 26 'Meira' have arrived in the Cape Verde islands and have sent in a Satellite comms article as well as a new 'Cat Corner' is in this issue! Many thanks, folks. Latest news is that they have loaded 'Meira' onto a Dutch freighter and arrived at Lisbon!

## Big Tiddles in Portugal

Dave and Jane Hender have also written an article in by email from their Tiki variant 'Big Tiddles' based in Portugal. Some of their news is to be found in "News from Sea People" with more to come in the next issue. Many thanks!

## Croatian Rally

Hanneke tells us that a Croatian rally is planned for September 6th this year. No more details at the time of going to press, so keep in touch if you are interested. This and other PCA Events are listed on page 26.

STOP PRESS news from the Wharrams on page 16.



# NEWS FROM SEA PEOPLE



Dave & Jane Hender on "Big Tiddles" - now in Portugal

Over twelve months ago, we were approaching Antigua at the end of a 38 day crossing, with every expectation of heading on into the Pacific, but it didn't quite turn out like that.

Our first visit to the Caribbean, back in '96 was pretty euphoric, the fulfilment of a dream really. There we were, having conceived, built, & sailed Big Tiddles across an ocean, & those were real palm trees, & yes, the water was really turquoise.

This time, I guess we looked a little harder, or our expectations were different, or something, but we soon found that we were involved in a major re-appraisal of what we were doing with our lives, & why?

Most of the other folk we met, we would rate as "consumer-yotties", buying their way from marina to restaurant, to shopping mall, & back, whilst keeping an eye on their investments & businesses back home via satellite, & vying with one another to host the trendiest parties.

The voyager-on-a-shoestring, in a home-built boat, with whom we could empathise, seems an endangered species.

We did meet enough like-minded characters to keep us (relatively) sane, but it was a close call!.....

Thanks especially to:-

Papricat: Rush: Ziska: Alethia Anne: Ushuaia: Dowsabel: Dunlin: Galadriel: Spaceship: Drole d'oiseau: Utrennaya Zvezda.... (that's 11 boats in 10,000 miles!)

If you meet any of these, please pass on our best wishes.

The prospect of another season in the Caribbean, followed by more of the same in Panama & the Eastern Pacific, did not appeal. The lure of familiar Portugal, with it's ease of family visiting, mild climate, & good produce markets, had us heading back to Europe at the season's end.

We left Big Tiddles on the Algarve, & spent the summer in England, but the impact of modern society, coupled with the stress of living apart to fulfil as many family expectations as possible, didn't make for a good time. Great to see Parents, Offspring, & Grandkids, but we were glad to escape, & spend a delightful couple of weeks canoeing & camping on the Rio Minho in Galicia, NW Spain.

Thence home to Big Tiddles in Portugal, since when we've been busy catching up on overdue maintenance, but broke off for a month's cruise along to the Rio Guadiana, revisiting old haunts & old friends, & seeing how "some of the other halves" live.... There's quite an ex-pat community there, all, it seems to us, engaged in some kind of competition to build the trendiest home and give the best dinner party.... Not for us, thanks.

We find, increasingly, that isolation from what most folks consider normal, (Greed, "the news", commercialism, neighbours, cold, wet, & grey...etc) is suiting us rather better.

The year's highlights, then, for us, were the ocean crossings, rather than the landfalls, LIKING the French islands, in spite of our prejudices, plus seeing our families, & canoeing in Spain.

*(Francophobes please note, most of France can't stand those of their noisier compatriots they call '75s' after the Parisian car registration suffix. My experiences of France and the French people are positive, most especially the Brest cab driver who pledged us a bed at his home if we failed to find a hotel. M Nicolas, we salute you - Ed)*

We plan to spend part of this winter building a new dinghy, and go voyaging in it next spring, then a visit to Scilly with "Boris", our folding canoe (ex Russian military)

We've been talking about next winter, & reckon even here (Algarve, Portugal) is too far north,..... Dunno if it's global warming, the millennium, or my personal Gods getting their own back..... whatever, it's too cold, too wet, & too windy.

*(I can recommend the Canaries <grin> - Ed.)*

We're off to the Caribbean again, if all goes well..... & this time, (yeah, I know, we say this every time) on into the Pacific. That's today's plan, anyway!

**NEWS ROUND-UP FOR THE POOLE AREA**  
*From Ken Hook, our hard-working secretary.*

.....who has nearly finished repairs to Ben-Tiki (Tiki39) at Portland and expects to re-launch before the end of April.



Paul Barnett is fitting new lining to Madgic (GRP Tiki26) along with usual winter maintenance and hopes to be back on his mooring at Easter.

Jeremy Slack is progressing well with his Tiki26 build. Both hulls in his poly-tunnel are up to the mid stringer and are being filleted. Jeremy has also already completed the crossbeams, bunks, well deck and hatch covers. Good idea to do your first glassing on something small.





Poole Harbour from the air

Keith Pearce told me that he is selling his Tiki21. Although he has attended Poole rallies in recent years as crew he has not launched his boat for several years. I have put him in touch with a potential buyer.

Alex Crook saw "Arin" (Richard and Annie

Harris' liveaboard Tiki 30 – Ed) at Carbeile Mill recently while helping me with the handover to the new committee and is now even more determined to build a Tiki 30. He has started by moving his greenhouse to prepare the building plot. (Good luck Alex, it's a fine choice – Ed)

STOP PRESS Pride of place at the Poole rally in early August may well be given to the Wharram's latest 21ft ethnic craft. Come and see it!

*JWD update – ready-built or part-built Wharrams*

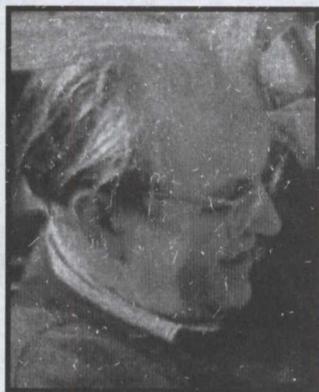
Latest news from JWD is that a Memorandum of Understanding has been signed for a government-supported project to build Wharrams under licence and supervision at the Naval Dockyard in Surabaya.

*Islander 65*

Preliminary estimates suggest that a basic ready-built sail-away Wharram Islander 65 can be provided for around £100,000 (US\$150,000, Eu160,000) which concentrates the mind wonderfully!

(My first thought was what a marvellous retirement home a boat like that would be – better by far than the wind-swept bungalow that so many seem to choose and regret, at a cost comparable to a home near the coast in the south of England. – Ed)

More details at: [www.wharram.com](http://www.wharram.com)



### Denis (Denny) Marcel Desoutter 1919 – 2001

Denny Desoutter was one of the giants of the world of boating journalism. His unpretentious, practical approach was in particularly sharp contrast to the lingering elitism of the 'Yachty' world of the 1960s.

His "Practical Boat Owner" arrived like a breath of fresh air, and has changed the industry. Its immediate success inspired emulators and imitators, to the benefit of boating journalism and boating people as a whole and the Wharram world in particular.

A friend to aspiring boat owners and builders, he will be sorely missed.

## Scott Brown Multihulls



**INDEPENDANT**

Wharram Catamaran Brokerage

For a professional service

### Boats currently for sale Include:

Model	Number	Asking price
Hitia 17	4	£550 - DM6.5k
Tiki 21	3	Eu4k — £3.5k
Hinemoa	2	£2—2.5k
Narai hulled Tri !	1	£7,000
Tiki 30	1	\$15,000
Tiki 26 GRP	1	£10.5k
Tiki 31	1	£15,000
Tangaroa 4 hulls/beams etc. "special"	1	£19,000
Narai Mk2	1	\$32,000
Pahi 42	3	£30k—£42
Tiki 38	1	£33,500
Pahi 63	2	Contact me

Carbeile Mill, Torpoint  
Cornwall PL11 2NW (UK)  
Tel: +44 (0) 1752 812777  
fax: +44 (0) 1752 812888  
[Scott.Brown@multihulls.uk.com](mailto:Scott.Brown@multihulls.uk.com)

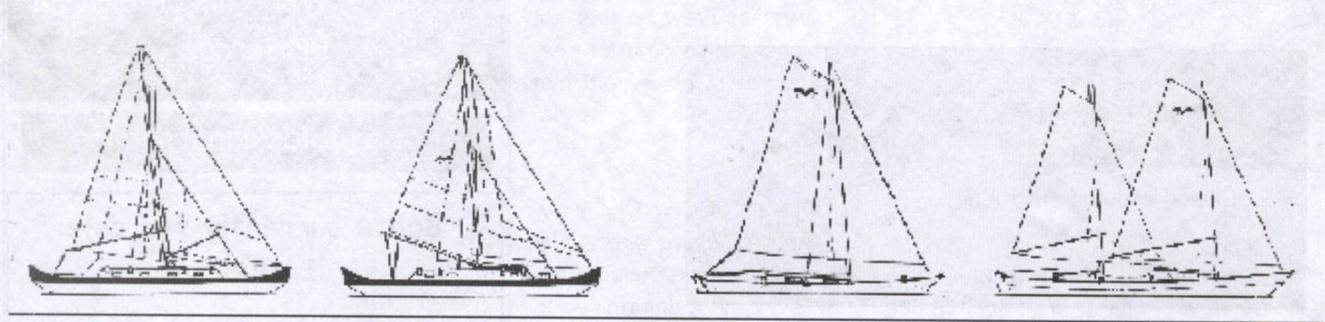
Up-to-date list with prices, photos, inventories etc on:

[www.multihulls.uk.com](http://www.multihulls.uk.com)

or posted "snail-mail"



# WHARRAM SAILS & SAILMAKERS



## Sails and Sailmaking

Well made sails are crucial to the performance and safety of a sailing boat. Most of us have our sails made by others, although there are brave souls like Hanneke who do give it a go themselves. Therefore the choice of sails and sailmaker is critical to the performance of our Wharrams. In particular the unique nature and high performance potential of the Tiki Wingsail brings sailmaking skills and experience into sharp focus, so we decided to take a look at what was on offer.

Sailmaking is an ancient art that is becoming increasingly scientific in its application. Aerodynamic analysis, advanced materials, computer aided design and manufacturing (CAD/CAM) are no longer new and untried, they are part of the stock in trade of many sailmakers today.

## Variety

But individuals delight in their variety, and sailmakers are no exception. Today one can still find the traditional sailmaker in his or her loft, cutting and stitching from experience and intuition, and the vast lofts that invest heavily in the leading edge of technology, with spectacular breakthroughs and often equally spectacular breakdowns (eg Playstation in 'TheRace'). Aramid sail cloths, laminated materials, full length battens and other exotica are often first used by the extreme racers, then as the technology matures and becomes more reliable it gradually filters down into the regular racing fleet before being adopted gingerly by the cruiser-racers.

Finally the true deep-water cruisers can be seen trying out the new technology, and often it takes a decade or more before the reliability of the new item is up to the severe conditions of continuous use in the trade winds and elsewhere.

## Cruising technology

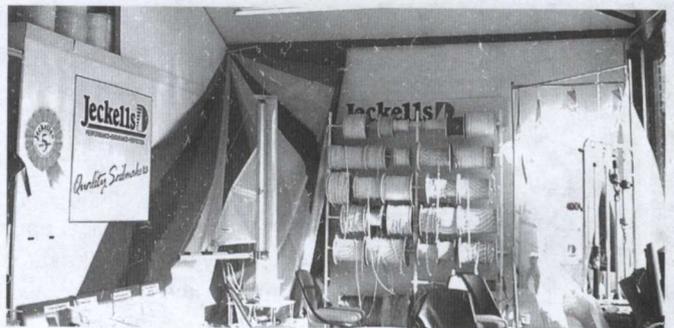
An example that has gone the full cycle in my lifetime is the fully battened bermudan mainsail, which I first saw on racing dinghies in the fifties. Many early attempts to migrate this

*The editor visits the official Sailmaker for Wharrams.*

'new' technology to the cruising world were defeated by chafe, breakages, compound fractures and the like. Latterly the introduction of massive well-built 'cars' that take the batten ends on the mast has allowed well-designed systems to survive at sea for more than a crossing or two. But at what cost! These batten systems can cost more than a complete basic sail rig on a 30 foot boat. Fortunately, thanks to the Tiki wingsail rig they are no longer a must for good sail shape control. Full battens are still favourite for control of flogging, and the junk rig (a cruising sail with many adherents) is a fine example of this benefit.

What we all need is appropriate technology. Good materials, carefully applied and a sound basis of sail design appropriate to the rig and the boat. Quite a tall order.

So it was with some anticipation that I approached one of the oldest established sailmakers in the business situated at the gateway of the Norfolk Broads.



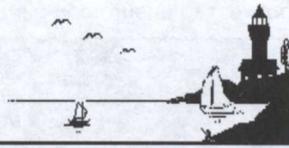
## Jeckells of Wroxham

First I must declare an interest. Our 'Pilgrim' has a suit of Jeckells sails, and we are very pleased with their performance. My detailed views on these sails are in a separate box at the end of this article. Beyond that interest I have no axe to grind, and gain no commercial benefit.

Arriving early in the bright and cheerfully decorated reception, I was soon whisked into Chris Jeckells office for a chat before the guided tour.



## History



Jeckells, it seems, started in 1832, and Chris is the seventh generation Jeckells to run this family business. The first was a fisherman who could not afford to buy new sails for his smack, so he set to and made them himself. When other fisherman saw the Jeckells boat make port ahead of the fleet, there was some muttering about these sails conferring an unfair advantage. The resolution was to start making sails for them, and thus the shoreside business was started.

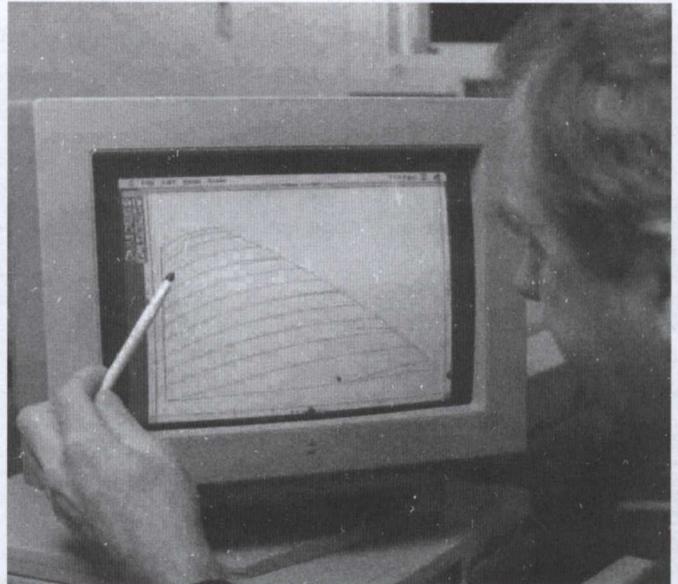
In the 1920s Chris' grandfather had the foresight to set his business on the road to success in a growing market, the results of which are to be seen today. Indeed, Glen is one of the last members of staff to be hired by that same grandfather and is still with the company after 45 years. In an industry whose association saw fit to create awards for staff loyalty due to the general skilled staff turnover problem, this is remarkable. But it is not an isolated example, since I was introduced to other members of staff who had stayed with Jeckells for much of their working lives, including a lady who had 'inherited' her seat at her retired mother's sewing machine by request.

## A Family Business

Much is made of small family-type businesses these days, and it was a pleasant surprise to find so many long-term employees enjoying their day. Chris' informal style clearly contributes to this, with the objective that all should have "a bl\*\*dy good time" never far from his mind. "After all, when I'm happy and the staff are happy our products are bound to be better". Good point. Wife Sue works nearby, making this very much a family concern - with all the badinage this usually implies!

Part of the fun that they have is very much to do with meeting suppliers and customers in an informal manner, person to person. I can vouch for the effectiveness of their direct, straight-talking approach, since Chris gave me a thorough grilling before agreeing to make Pilgrim's sails in HydraNet, a clever piece of appropriate technology that reinforces a conventional sailcloth material with a woven-in mesh (or scrim) of high-tech Aramid fibre. This fibre is both strong and extremely low stretch to preserve the all-important sail shape.

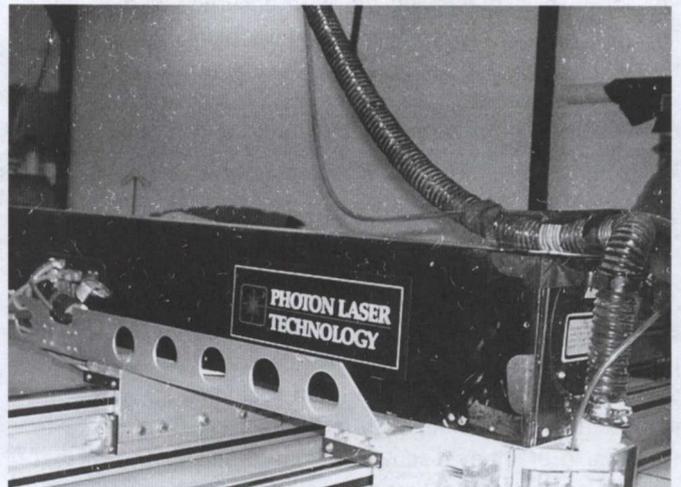
Which leads us neatly to the technology side. Although it is perfectly possible to make a fine sail by eye and by hand measurement skills, the likelihood of the next sail being identical is small. Similar, yes, but not identical. It is vital to be able to control sail shape for good aerodynamic flow. A few millimetres of difference is enough to change the performance.



## Technology

Having an Apple Mac CAD station to develop sail shapes is of little use if the panels are then laid out, measured and cut by hand. So Jeckells no longer do it that way, they have a Photon Technology high speed laser cutter that guarantees sub-millimetric accuracy. This machine is a TV star - it took a detour on its way to Wroxham for an appearance on Tomorrow's World!

Then, of course, the panels need to be sewn together accurately, so the seam lines are also marked, and the panels labelled automatically for correct assembly.



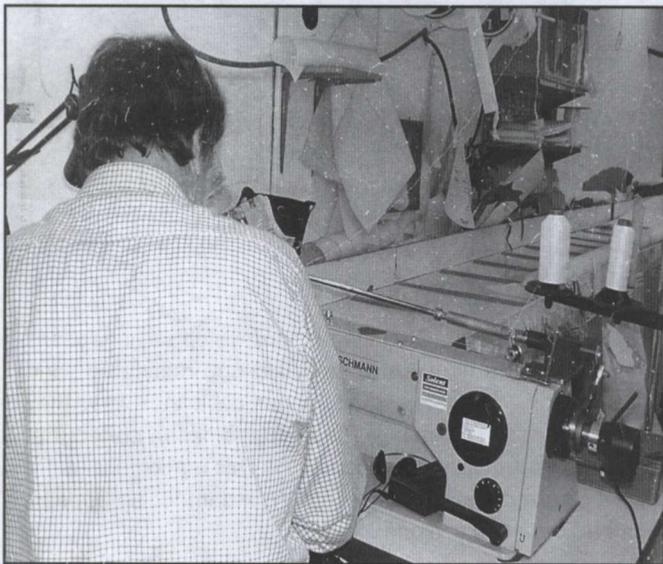
To set the sail panel join, double-sided tape is used to set and preserve the alignment during sewing. A vast improvement over pins, in my view, with high accuracy and greatly reduced risk of injury. Don't laugh, but I'm always stabbing myself when using our sewing machine.

The sewing itself is done in two or more distinct stages. The first is the assembly of the laser-cut panels to form the sail shape. One might imagine a vast floor, with teams of helpers feeding the huge panels into the machine. They used to do it this way when I was a boy.

## Assembly

The Jeckells assembly station has rolls of panels with the seam edge exposed, and an ingenious roller bench that runs the full length of the long wall. With this a single person can follow the CAD/CAM seam lines on the sail panels whilst running the seam on a huge long-arm pneumatic sewing machine by Jentschmann.

A second, recently arrived Jentschmann long-arm is used for heavy duty work, around reinforcement patches, reef



The assembly station with the long roller bench alongside

cringles and the like. It can punch cleanly through 20mm of sailcloth, whilst preserving the high accuracy of the seam line. A row of more conventional sailmaking machines is ranged against the wall opposite to the assembly station with its roller bench. Here much of the remaining work is done to bring a sail to completion, and there are still hand-sewn elements where required.

## Investment

The Jentschmanns are part of the renaissance of Jeckells since a difficult time a couple of years ago. Since sorting this out to the satisfaction of all concerned, Chris has been re-investing in the tools of the trade, including six new sewing machines and eight PCs in the last six months. One silver lining that they discovered from re-equipping was that the new rigging terminal machine made a much better terminal than their old one. The new machine is now part of a new standing rigging service for Wharrams in galvanised, stainless and Norselay. Norselay is new to me, and it turns out that it is a plastic-protected galvanised steel rigging endorsed by James Wharram Designs.

## Quality

Attention throughout manufacturing is on quality - before entering the sail workshop all visitors must put on protective

footwear to ensure complete cleanliness of the floor.



Another example of this focus is the choice of eyes that are fitted to Jeckells sails. These are a high-quality pressed eye that is only sharp at the points of the crown locking ring. The points embed in a matching ring of plastic on the mating ring, and this is shown in the accompanying photograph. This technique avoids internal chafe on the sail material with consequent separation and eventual failure. The bad reputation of pressed eyes was established by sharp-edged crowns that looked good in the showroom, but soon failed at sea. Over the long term the eyes used by Jeckells are better value than cheap ones.



Jeckells eyes, showing the robust construction

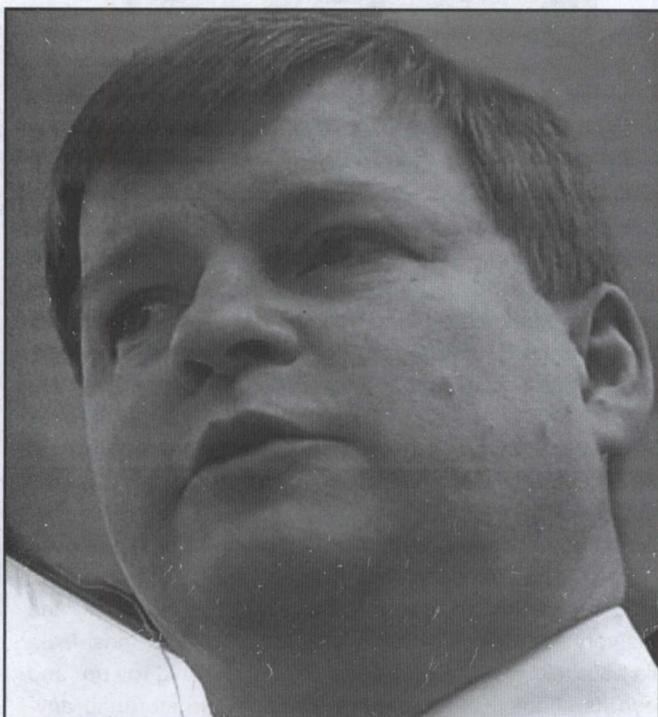
Another case in point is the Zipped luff sleeve on the Tiki rig. This was a Jeckells-inspired improvement, since the original Tikis required the mast to be un-stepped for the sail to be removed. The luff sleeve was just sewn shut. We can all be glad of this development, since lifting a Tiki 30 mast is no joke, and the mind boggles at un-stepping a Pahi 63 mast. In a sense, it is the zip luff that makes the larger Tiki wingsails possible.

Then of course, I had to ask about zip reliability, since these luff zips have been around some 20 years by now, and Chris laughed wryly.

It seems that the very first zip had failure had been reported an hour and a half previously! Of course, the failure mode was of concern, and it seems the owner had attributed failure to being pecked by determined sea birds, so those of us with sail covers can relax.

## Tiki Wingsail Rig

When Jeckells were asked to make sails for the first Tikis, some 20 years ago, they responded by making a few sails to this unique and highly efficient design and as Chris says "We really messed up the first Tikis we did". Not surprising since the Tiki only **looks** like a traditional gaffer. Its sleeve luff, short gaff and loose foot on a long traveller combine to deliver most of the performance of a full self-aligning wing-mast rig for a fraction of the cost. And once the sail is doused, all that is left up is a simply stayed pole mast, without the considerable safety related problems that so many have discovered when attempting to reef the larger wing-masts. Steve Turner covered this well in issue 42, q.v.



Chris Jeckells, seventh generation sailmaker

Way back in the 1980s, a marathon Sunday drive from Wroxham to the West Country saw Chris arriving at 8 AM, and spending the day sorting out what the Tiki rig needed from a sailmaker. After seeing the sail set and taking it out for testing with James and Hanneke, performance on subsequent sails improved dramatically. Today the Tiki Wingsail is a well-understood piece of technology at Jeckells, unlike some others who will happily claim experience that they do not have.

## Dodgy sailmakers

We experienced one at first hand when seeking sails for Pilgrim. A well known UK sailmaker (one who has not appeared in the Sea People) claimed extensive Tiki skills and experience during a 'phone call some years ago. We were deep in discussion of materials and prices when the fool tried to suggest in-boom furling on Pilgrim. No sale! I have also seen some pretty baggy Tiki mainsails made by another (non-european) company, so buyer beware. Ask for guarantees, then hold them to their promise.

## Photos

Whilst we are on the topic of sail problems, which can happen to anyone, no amount of theorising and arm-waving beats seeing a problematic sail setting on a mast, or at the very least in a photo. Chris' tale of the Tiki rig above illustrates this. So if you do have a sail problem, take photos.

Without photographs, fixing your problem will be much harder for the sailmaker and more costly in time and money for all concerned. Tape camber lines on the offending sail, and take the sort of photos that you see in the sailing press, lying on your back and shooting up at the sail so that the camber is clearly visible. It can be hard to find the conditions to do this, but better a bit of extra trouble early on than sending a sail back twice. Above all, discuss it with your sailmaker.

## Guarantees

Sails represent a significant investment to most of us. It makes sense to protect that investment as best we can, and a good guarantee is an important element. Jeckells tell me that their 5-year cruising sail guarantee is the only one in the industry, and I have not seen another. Certainly it is a better expression of their confidence in materials and workmanship than others in the industry are prepared to offer. There are (of course) terms and conditions, which include a check-up every other year.

## Conclusion

Driving back from Wroxham provided time for reflection. After all, Millie the B-reg Maestro has been in our family since new. My thoughts ran back to when I decided to order my own sails from Jeckells on the basis of recommendation (James Wharram Designs amongst others) and Chris' clear understanding of the Tiki rig. It was largely an act of faith.

After they were delivered, we hoisted them with blue garden rope and sheeted back to the beam as Pilgrim perched on our hilltop. It then felt like a good decision, because they looked so good. After banging about in Biscay, and beating wind speed on a reach we knew it was a good decision. After visiting Jeckells and seeing how they were made, we know **why** it was a good decision.

My thanks to the Jeckells family and their team for a most interesting visit.

Have you looked at their website yet?

<http://www.jeckells.co.uk>

Over the page is a description of Pilgrim's sails



## Pilgrim's Sail Wardrobe (sounds posh doesn't it?)

Pilgrim is a Wharram Tiki 30, built a few years ago in our back garden. Without our energetic friend and neighbour Pete Johnson we would never have started work, never mind finished as early as we did. Constant support from JWD, visits from Wessex Resins, and a steady stream of visiting PCA members all helped keep our morale up, particularly after something had gone wrong.

It's hard to stay despondent when a new PCA member with shiny un-smudged study plans is crawling all over the unfinished hulls exclaiming with joy! Adrian arriving to take photos of the build was another big morale booster, and come to think of it, seeing things in print seems to have become addictive.....

Pilgrim's sail wardrobe comprises a Jeckells Genoa, Mainsail and Cruising 'chute, an old and very used ex-McIlroy parachute spinnaker, and a wraparound Storm Jib from Cruising Home. The latter's luff wraps around the rolled up Genoa, Tiki mainsail fashion, and is bright orange. More of this below. We carry an 18-foot steerable aluminium prod that serves to lower and raise the mast as well as setting our light air foresails to best advantage. With 18 feet of 3" pole from Scott and a massive used spinnaker to mast fitting it was (of course) another bargain.

Some years ago Chris Jeckells arrived one evening at our office, and sat there discussing what Pilgrim needed until we were done, then drove over 100 miles home. I have never had a sailmaker do house calls before, and was impressed by his commitment as well as his deep understanding of the Tiki rig. He got the order.

The main and Genoa are made in HydraNet, a heavy duty standard sailcloth that is reinforced with an Aramid mesh scrim. They have seen Gale Force 8 on two occasions. One extended Biscay bash, and the other rather briefer. In both cases the sails performed flawlessly, covering 135 NM in 10 hours across Biscay with up to three reefs in and thus outrunning the storm front. The next year saw them clawing to windward across Millbrook lake in an evilly gusting Easterly with a tiny triangle of jib and the 5hp Johnson full on. Motorsailing really works in bad conditions, as Gerald Winkler has said so clearly in previous Sea People articles.

Apart from the hair-raising 22 knot maximum speed logged by Pete Kyne whilst surfing in Biscay, the truly unusual thing was that afterwards there was no discernible change to the



### **'Pilgrim' at dawn the day after launching at Carbeile Mill.**

sail shape. None. The main and Genoa still (to this day) set as if new. I think they will break before they sag out of shape, and this I believe is due to the near-perfect original cut coupled with the unwillingness of the Aramid fibre scrim to stretch at all.

Our clever wrap-around storm jib has only been out of the bag to test it. It works just fine.

Given the storms we seem to attract, why have we not used it more?. It seems redundant. We think of it as a spare, since our genoa will roll up to the exact size we want, and sets very nearly as well rolled as when unrolled. Chris Jeckells had told me that his design of genoa would roll up and keep its shape, but I went and bought the storm jib anyway. Er. Anyone interested in an almost unused storm jib?

Oh yes, the cruising chute is back at Jeckells for tweaking of its luff tape, since I want it to go a bit harder on the wind for speed reaching (which is another story). This demonstrates the advantages of a long term relationship with your sailmaker. Try that in Hong Kong if you don't live nearby.

Downwind the ancient parachute spinny is delightfully large and big-bosomed, pulls like a locomotive and is more than a bit scary to haul down when the wind pipes up. Really needs a snuffer, but it was (of course) a bargain!

Thanks for that, Richard.

Ben Mullett (Ed)

*Tell us the tale of your sail, or dirge of your dinghy, wonderful winch, rigging, electronics or outboard.*

*If you have experience of something that you think is unusually good value or indeed unusually poor value, why not share it with the rest of us? Ed. (We bought a spectacularly badly built folding dinghy one year)*

**STOP PRESS NEWS... NEW EDITION OF "TWO GIRLS TWO CATAMARANS" IN PRINT SOON**  
**Wharrams to visit Italy next month for launch of enhanced and updated edition of the remarkable book that describes the first bi-directional multihull Atlantic crossing, and much more.**



# Tiki 26 Solar Satellite Email

Lucy reports from Meira - a Tiki 26 with Pod and "Advanced" communication facilities!

When Will and I were planning our year of extended cruising, the initial plan was to stay within the bounds of what could be described as coastal sailing.

While looking at a huge globe we had noticed that it is theoretically possible to get from England to Australia without actually crossing any oceans, but it is a long way round.

As we did more investigation it became apparent that once though Suez there are an awful lot of war zones between you and Australia!

Our plans changed and suddenly the Caribbean did not seem an unreasonable final destination. There was never any doubt in our minds that if we were doing a major ocean crossing then we would have "over the horizon" communications.

Our Requirements:

- 1) The ability to send simple messages every few days to let our families know we were OK. We did not need to be able to speak, text messages were adequate.
- 2) Low power consumption. At that point we only had a 65 Ah battery.
- 3) Minimal licensing and fiddliness as we were planning to leave very soon and did not feel we had time to master the vagaries of SSB sets.
- 4) High reliability and product support (we have been caught out before by new technologies which go bust)
- 5) Cost: we would prefer something with higher initial cost and lower running costs if possible.

Magellan GSC 100 (tm)

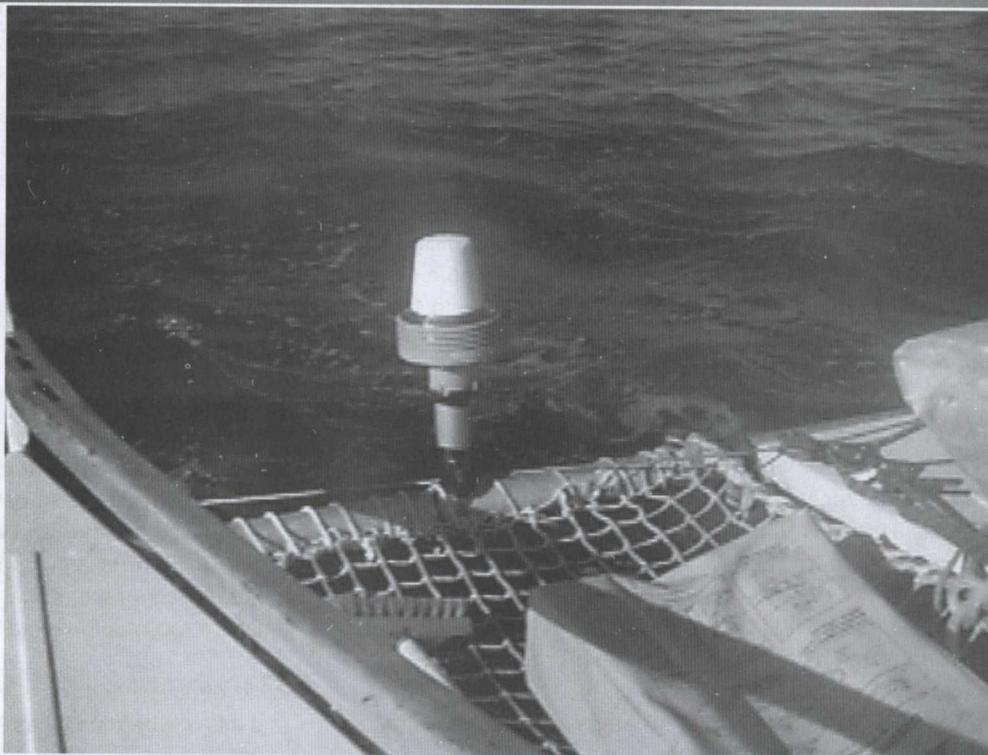


The first device that caught our attention in August 1999 was the Magellan GSC100.

([www.magellangps.com](http://www.magellangps.com))

This was a GPS with text-messaging via an ABC keypad, for about 1000 UK pounds. Expensive but very small, battery efficient and a spare GPS set.

We decided to wait a year as the price would surely drop and we would be able to check that it did actually work.



Wise move:

This very set was featured in the Yachting World Million Mile gear test as Worst Product. None of those tested ever worked, even before the trip started!

*(I did see one working at Ake Eckerwall's home in the Philippines some years ago, but there were difficulties in selecting the satellite that would downlink to the GPS when replying. John Russell has one aboard "Cool Change" (ex-Mannini Pahi) so we expect more feedback - Ed.)*

After this we started investigating various satellite phones: Iridium and Global-Star are the only two which used low earth orbit satellites instead of the geostationary satellites of the INMARSAT system.

Why are low earth orbit systems better? Mostly because it uses far less current to transmit to a nearer station. Unfortunately Iridium went bust in early 2000, leaving Global-Star. Initial enquires were very positive: it is possible to hire the actual satellite phone kit and use an internationally roamed Vodafone SIM card for billing purposes. Our problems were solved.

We arrived at the 2000 Southampton boat show ready to sign on the dotted line. Then we saw the map of Global-Star's coverage. There appears to be a bit missing: the entire tradewind belt! Sorry "Global"-Star, another customer lost.

There was another option at this point: SASCO had taken up the business left by the Magellan GSC100 and are promoting a Panasonic product. They assured us that their product was very popular with fishing fleets in the US,



but unfortunately it is not (yet) licensed in the UK.

We decided that despite the price of US\$1300 (including first year's subscription and 150K of messages) we were not happy with something which we could not verify as working in the UK.

If you are interested check out [www.marineoperator.com](http://www.marineoperator.com)

This left us with the industry standard INMARSAT systems, using geostationary satellites. There is the MINI-M global phone which is increasingly standard on bigger cruising yachts and on overland safaris. It is expensive (more than 2500 pounds plus calls) and uses a quite staggering 10 Amps when transmitting. It can only be used for voice transmissions or email, not simple text-messages.

Then there is the SAT-C, this is the very oldest and most basic system around. It is text transmission only at a rate of 600 bits per second. Slow but dependable, all commercial vessels are required to have two SAT-C sets to be GMDSS compliant so there is no way this one is going bust.

BT administer 50,000 of these sets across the oceans. The messages can be typed on a computer or a special keyboard if you do not have a laptop on the boat. It uses 0.9 Amps when resting and up to 10 Amps when transmitting, which it only does for a few seconds.

We got a reconditioned second-hand set from RME in Gosport ([www.rme.com](http://www.rme.com)) for 1300 pounds, including software for two sets of parents and our on-board laptop. Also included in the price is truly excellent support, including a "we return your passport service" just in case on of you happens to leave valuable documents in their office when collecting the goods !

On the boat we now have a blue box 34x20x8 cm which connects to the laptop via a data cable and to the antenna which is mounted on the back beam (see photos). It is relatively expensive to send messages so we tend to keep them short. If our computer fails then the people at the other end can "poll" the boat and get a position when the set is switched on as the 'blue box' also contains a GPS.

In addition the set can act as an EPIRB: holding down two of the buttons for 5 seconds sends a GMDSS compliant distress signal. This is good, as long as the "crisis" has not affected the electronics.

This old-fashioned system has certainly worked for us, providing much appreciated peace of mind for us and the folk at home, especially when caught out in unexpectedly nasty weather.

*Seriously useful information. Thank you Lucy .  
We nearly bought a GSC-100 in 1999.....  
If others have marine communications tales, please share! - Ed.*

## Guesstimating Weather....



In some places this is not as tricky as in the notoriously fickle maritime climate of the British Isles. However, most of us have heard or experienced world-wide tales of sudden wind shifts and boats imperilled at anchor or at sea.

Forecasting is not a name I like to use, it has too many unreliable associations (are you paying attention, Met office?)

### *Methods and madneses*

There is hope for a skipper wanting to improve on the professional broadcast meteorologists, since the professionals usually have different goals. We are usually more interested in whether the wind will be on the nose all the way, or a gale will pin us against a lee shore than whether a ball-game or horse race is likely to be postponed due to precipitation. It focuses the mind somewhat.

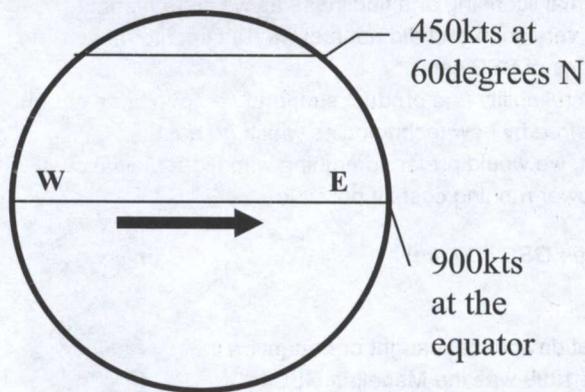
Wind direction and force are of major interest to all sailors, and this is where it makes sense to start.

### *Windy Weather*

Wind is moving air - it moves naturally from areas of high pressure to areas of low pressure, but rarely takes the direct route from high to low.

This is partly because the earth is spinning around its axis once every 24 hours. At the equator the 360° circumference is  $360 \times 60 = 21600$  NM (Nautical Miles\*) which gives us 900 NM per hour or 900 knots. Not a trivial value.

\* By original definition of the Nautical Mile there are 60NM per degree of arc at the earth's surface. A useful mnemonic is: "a mile a minute (of arc)".

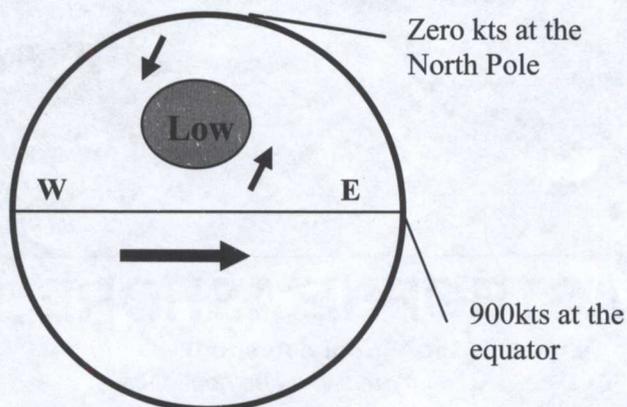


So if equatorial air moves either north or south it carries the momentum of 900 knots with it. The regions north or south of the equator are also rotating once every 24 hours, but they are nearer the rotational axis of the earth, so their surface speed is lower.



The way this works is that low pressure areas (depressions) have incoming air from all directions, but a depression (say) 45 degrees North of the equator will attract 'faster' air from the south and 'slower' air from the north. In the southern hemisphere, it's the opposite way around. Please forgive me if I only describe the way it works in the North!

Since the equator is hurtling towards the east at 900 knots, a big depression can have some serious spin added to its incoming winds. And that's what happens.



The northbound air (from the faster equatorial region) does not head due north. It heads partly east, carried by its own momentum.

The southbound air does not head due south, it heads partly west, as we see it. It is lagging behind the faster eastward movement of the earth underneath it.

So we get a rotating mass of air that can become called a 'Cyclone' if given enough energy. When a forecast says 'Biscay, Wind 4 to 5 cyclonic' they expect the wind in Biscay to come from varying directions, depending on where (and when) you are in the bay.

Of course, Lows do not usually stay still. They move about, and thus the wind changes as a low moves across. If you know where a local Low is, and can say where it is going, you have a fair chance of predicting the wind, no?

Here are some simple rules of thumb for the northern hemisphere:

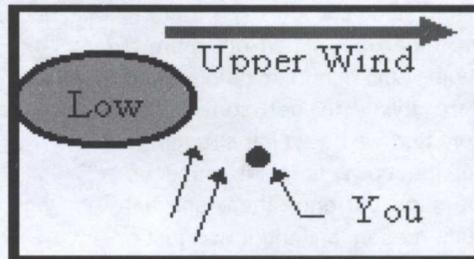
- Locate your Low.
- Stand with your back to the wind.
- The Low is probably a bit forward of left.

Look at the clouds.  
You may see a higher layer of cloud as well as the low. The low ones are usually blowing with the surface wind, but the upper clouds are probably blowing in the same direction as the Low is travelling.

You can then tell if a Low is departing or approaching. If approaching you can estimate which side it might pass, and work out what the winds will do as a consequence.

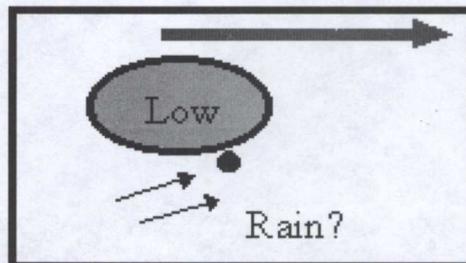
For example, if a Low were coming from the West, straight at you it will blow roughly southerly first, then cyclonic as the centre passes, then northerly.

By and large the wet weather is in the advancing quadrant of the Low, the one where the surface wind is nearly the same as the upper wind. So if our Low were passing by to the north, we'd expect rain. So when the upper wind is similar to the surface wind, rain is most likely. Worth knowing if you need to rig something to catch rain.



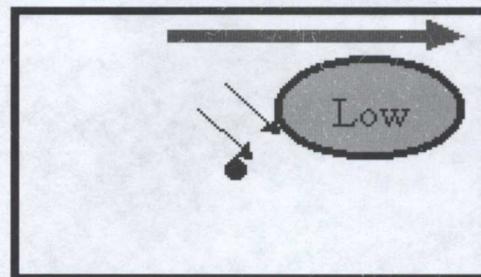
In the three sketches, North is up. The Upper wind is from the West, and the clouds and the Low are moving in the same direction. In the first sketch the wind is roughly from the SSW, in the second sketch from the WSW, and final sketch from the NW.

So if you stand with your back to the wind in the first sketch, and stick your left arm out, it will point roughly at the centre of the Low. Looking at the sky tells you that the upper clouds are travelling



due East, blown that way by the Westerly. So the centre of the Low is likely to pass to your North. You can probably expect rain, then.

It is also likely that the wind will veer from SSW round towards the North as the Low moves past. Now isn't that useful? There's more of course, like what weather fronts represent for the sailor, but that's a good start.



If you are interested in more of this for the next issue, let us know. You could write it yourself, if you like, since I'm just learning. Or you might prefer to try one of the easily read books on wind and weather by Alan Watts. They are often in the local library if not in the local shops and are also available by mail order from James Wharram Designs.

*Highly recommended book!* - Ed.

### *Pete Kyne tells all...*

Hiya Ben,

Now that you are Ed I guess you may be in need of some input, so here's a few pictures of Ted Moulson's Tane 'Astrophe'. She came ashore at breakfast time in early October during a northwesterly gale, she was broadside on to the beach when I got there – two other locals had got there a couple of minutes before and were trying to get some lines from her, we had a fair struggle to get the bows to point round up the sand but once there she sat quite reasonably and it was just a wait then for the tide to go out. Damage sustained was not too



## **ASTROPHE ASHORE**

**(Cat-Astrophe Averted)**

*Don't try this in a keelboat!*

*Our best wishes to Ted and Astrophe.  
Hope all goes well for you in the coming season.*



bad, considering, it could have been a lot worse, a mono moored about a hundred yards from Astrophe lost her mast due to the motion at the mooring and the sailing club rib also came adrift from its mooring, if the wind had been ten degrees further round in either direction she would have been on the rocks.

All the best, Pete Kyne

*Rough stuff, Pete, moorings can fail can they not?  
Many thanks for the fine photographs - Ben  
Pete and Sandra have more photos at :  
<http://www.gibson-kyne.freerve.co.uk/>*



# Passage-making Steering Rigs

Dave and Jane Hender have taken their Tiki "Big Tiddles" on four Atlantic crossings, and much more besides.

Their self-steering experiences with Agnes and Miranda are well worth reading. Early contributions to the "Sea People" started around issue 19, then in issue 20 Dave Hender wrote of a Cat Corner in the Scillies when aboard the original "Tiddles". And in issue 24, August 1994 we first hear of "Big Tiddles", an elegant Ketch rigged Tiki 26 'Espace' evolution over 30ft long. Currently lying near Culatra, in southern Portugal.

The Mizzen mast is clearly useful.....



We now set her on her own endless halyard on the mizzen mast, with the tack taken to wherever gives her a good "working angle"..... thus, on a dead run, the tack tackle goes to the middle of the stern netting beam, and as the wind comes progressively onto the beam, so we move Miranda, ideally to the most upwind part of the boat. This approach only works on multihulls - nobody else has the luxury of wandering round the deck perimeter, saying :-

"Hmm ....here, I think, or maybe a foot or two further aft".....

The control lines lead from weather clew

"Agnes", as our tillerpilot is called, only gets to stand a watch in calms, near land, or during "twiddly bits" .....

Main helmscreature on Big Tiddles is "Miranda", so called

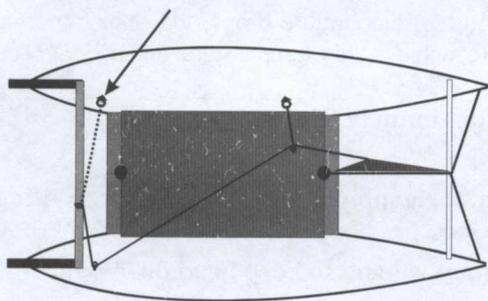
1/ in deference to Sir Francis Chichester, and

2/ 'cause she's a **MIR**ror dinghy jib, **ANDA** lot of bits of string, stick, blocks'n'stuff !.....

Our first steering sail experiments were made after reading Lee Woas' book (**Self-steering without a Windvane** - recommended), and discussing it at length with Nick Skeates (Wylo II).

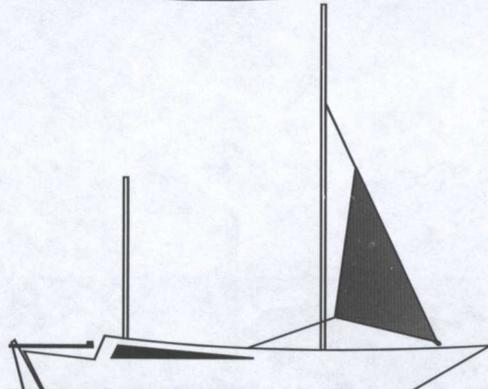
This involved a small jib, set flying just forward of the mainmast, and sheeted flat..... The sheet was taken through a variety of blocks, to the weather side of the tillers, with speargun power bands to the lee side.

## Speargun rubber to Leeward



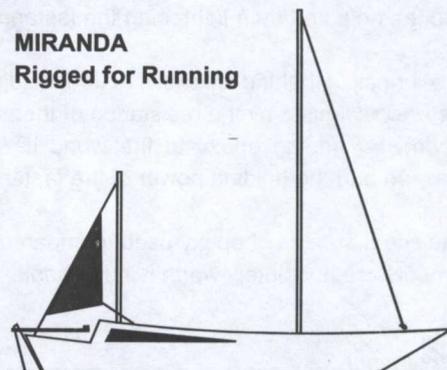
This worked ! Especially to windward, and on any kind of reach, but a different approach was needed down-

wind, and from this, Miranda evolved into her present incarnation.



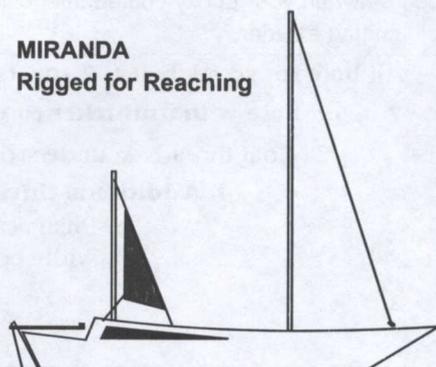
to weather side of tiller, and from lee clew to lee side of tiller. Both, in practice, go to the middle of the tiller bar. Each control line leads thro' 2 or 3 blocks, sited wherever they give a good lead, and moved as necessary when the wind shifts..... very easy to do, as each has a nylon snap-hook, and all the likely attachment points (shrouds, cabin tops, etc) have a small strop prussik-looped in place.

## MIRANDA Rigged for Running



This whole set up has evolved over 4 Atlantic crossings, and several shorter passages, to the point where it now takes about 5 minutes to get Miranda to "take over"...

## MIRANDA Rigged for Reaching



Additional refinements include a permanently rigged endless control line, led to the cockpit, so we can fine-tune the course without going on deck, plus a "sprit", and extra tabling on Miranda to reduce the fluttering in which she sometimes indulges. All the gear I've described is light, cheap, and doesn't seem to suffer much wear..... the control line is 4mm polyester braid, and the blocks are the smallest, cheapest I could find..... typically found on flag halyards.

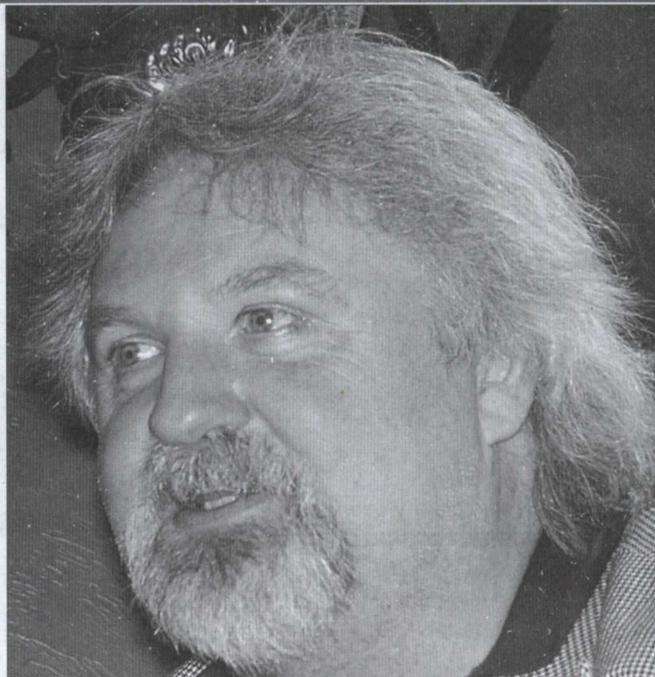
Dave+Jane, Big Tiddles.



# An Ounce Of Prevention

Much-travelled multiple-Wharram sailor and current committee member **Dave Peak** tells us about keeping rot at bay whilst improving your fastenings.

*Dave seen here at the recent Emsworth gathering*



Gougeon Bros. (of W.E.S.T. System fame) call it hardware bonding. What would you call a procedure that –

- 1/ Increases holding power of boat fittings by 100-400%
- 2/ Reduces a major source of rot in wood and foam-based boats.

Hardware bonding is a technique used to improve the holding power of a fastener (screws or bolts normally) by pre-drilling the fastener's hole, pouring a small amount of epoxy into the hole and then tightening the fastener.

The principle behind this is that the holding power of the fastener is limited by the resistance of the medium (normally wood). By adding epoxy to the wood its resistance is increased and the holding power of the fastener is increased.

The scant ounces of epoxy used, compared to the long term benefits are absolutely worth it in my book.

*Why bother ?*

It has been my experience with all my previous Wharrams that almost all rot found can be traced to where a screw or a bolt is/was attached. Moisture vapour makes its way down the screw threads and leeches out into the unprotected wood between your epoxy coated interior and your epoxy & cloth coated exterior.

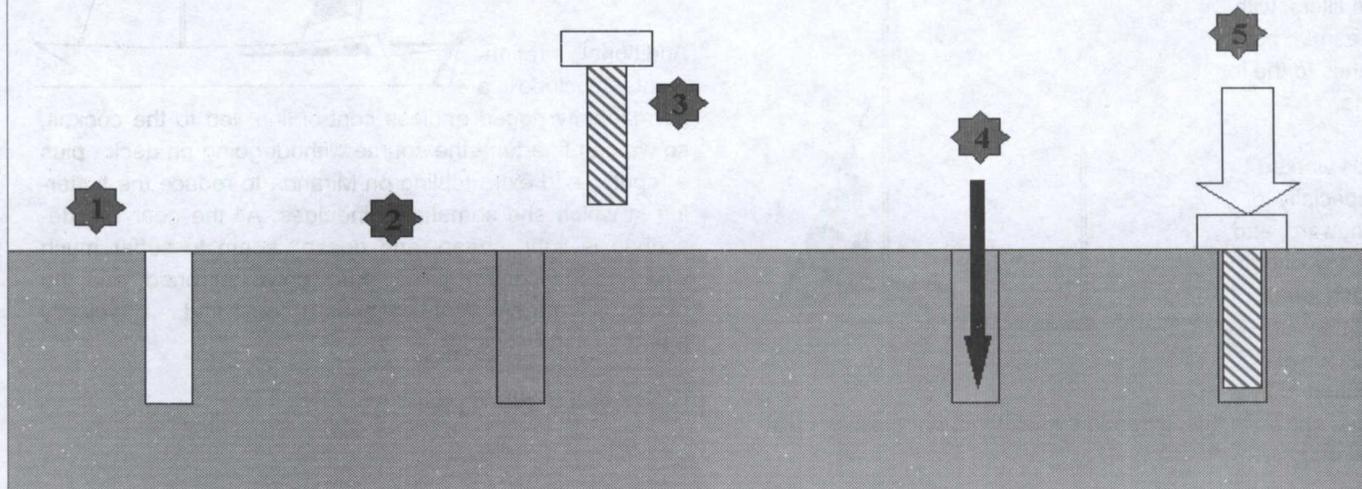
*What if I want to replace/move the fastener ?*

Two methods allow removal.

Firstly, spray the threads of the fastener with silicon spray. Epoxy will not bond to silicon, so that after the epoxy has cured the fastener can be backed out.

Secondly, all epoxies have a 'gel transition temperature', for most boat building epoxies this is about 180 degrees Fahrenheit, or 82 Centigrade. At this temperature the epoxy goes into a gel stage and the fastener can be backed out. As the temperature drops, the epoxy once again hardens. To achieve this temperature under controlled conditions, I

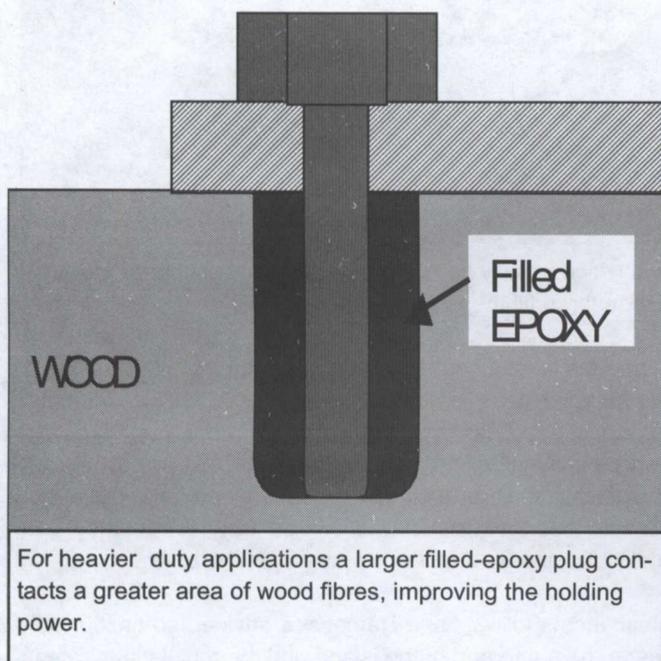
1. Drill hole for screw/bolt 10% oversize (ie 11mm hole for 10mm bolt/screw)
2. Coat hole with unthickened epoxy
3. Coat threads & underside of head with silicon, then apply epoxy thickened with silica to threads
4. Additional thickened epoxy goes in hole
5. Push screw bolt into hole, apply weight to keep head flush with work surface, while epoxy hardens.



place a soldering iron on the head of the fastener and try to back out the fastener after 2 or 3 minutes. I've used both methods and also a combination of both successfully.

Backing the fastening out is more work than it would be out of plain wood, due to the epoxy creating a machine tolerance fit in effect. The bottom of the fitting should also be coated with silicone spray.

If you're going to be removing a fitting regularly, I'd stick with the silicone spray method, for items not envisaged as needing removal I'd leave the silicone spray alone.



#### Need more strength ?

To improve holding power still further, the hole should be enlarged slightly. This spreads the load over a greater area of wood. By increasing the hole, the fastener would be sitting totally in a straight epoxy matrix. Not the best medium, it's too brittle, but by adding colloidal silica or another high strength filler the holding strength is further increased. The increase in holding power is a side benefit in my book .

#### Practical observations on increased strength

At a Gougeon Bros. epoxy workshop, the above theory was explained to us and we were all given a small pine block and a 9mm **welded** eye screw and told to put it into practice.

The Gougeon Bros. technical staff had two baseline samples one where the eye was simply screwed into the block, the second had the threads coated with epoxy (no filler). An hydraulic press had been arranged to apply a pulling force on the eye screw.

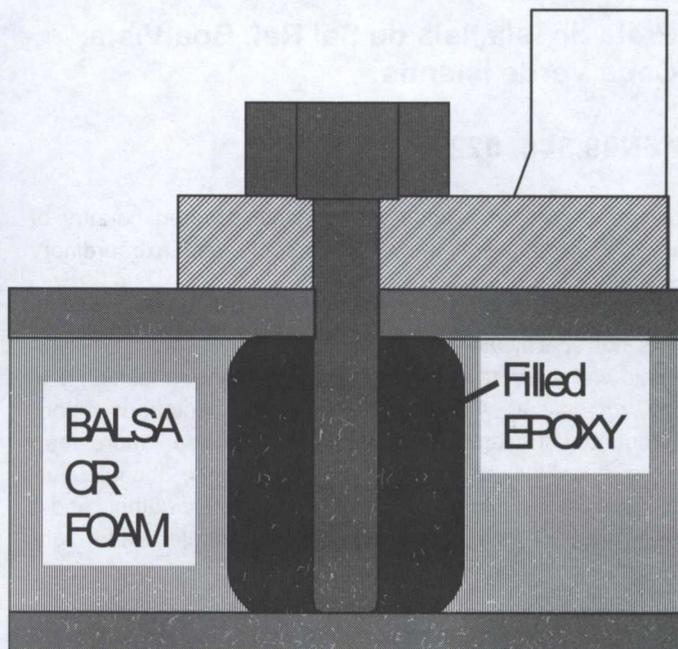
The pine block in the uncoated sample failed at approximately **500 lbs** of pulling force.

The pine block with the coated eye screw failed at approximately **900lbs** of pulling force.

To show that this wasn't some faked up example, the students test blocks were then tested with varying results (due to their varying preparation and strength of fillers used) varying from a slight overdrilling to a massive 25mm hole.

In all cases the pine failed with pulling forces varying from **800lbs** to **2200lbs** of force. Gougeon staff indicated they'd seen higher results but nothing above 3000 lbs of force, failure of the welded eye was the limiting factor.

Bigger wasn't always better, probably due to the fact that the samples only had a 24 hour cure and full strength would require a longer cure period. Also from a financial point of view, I don't want to spend a small fortune on a massive hole. I observed that a 2 to 3 fold increase (1000-1500lbs) was consistently gained with a 12mm hole and a high strength filler.



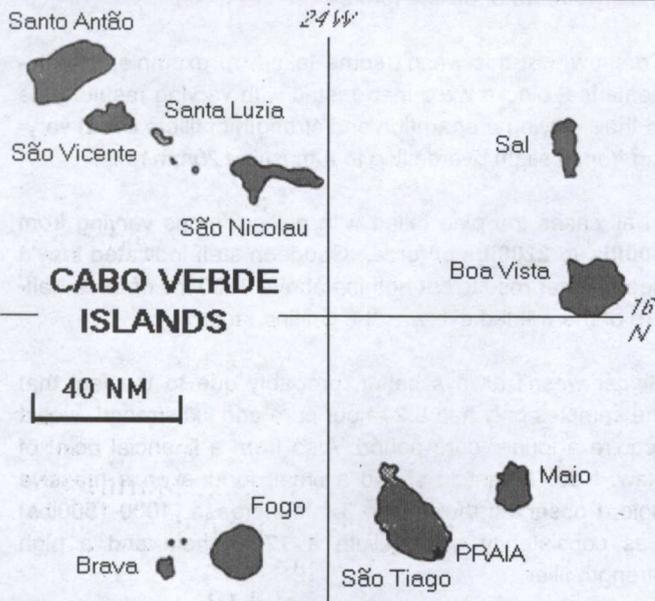
#### Lightweight Core Materials

The technique in balsa, foam and other lightweight cores is to drill the initial hole, remove the core (I use an allen key in a drill – custom bent nail works as well) for an area approx. 4 times the size of the hole i.e. 6mm hole, remove 24mm dia of core then fill this cavity with an epoxy+filler (high strength not needed, but it should be strong as a hardwood. I use a 50/50 mix of colloidal silica & microballoons).

You can either let this cure and redrill the fastener hole or push the fastener into the epoxy matrix and weight it down.

As well as wearing three different PCA committee hats, Dave found time to pen this useful piece.  
Thanks Dave - Ed.

# CAT CORNER - CABO VERDE Is.



## Praia do Isla, Isla de Sal Rei, Boa Vista, Cape Verde Islands.

**16N09.348, 022W55.336**

The Cape Verde Islands are an undiscovered country of steady winds, warm seas, kind people and extraordinary scenery.

It is not specifically perfect for cats as the islands are volcanic and steep to, with very small tidal ranges making drying out difficult. Also, anchor holding is notoriously poor throughout the archipelago, as we have seen more than once, thankfully always at a little distance though. Anchorages here tend to be at the mercy of the weather, and it is not rare to have to go to sea in the middle of the night when an anchorage becomes untenable.

Boa Vista is one of the larger Cape Verde Islands, a day sail south of the Island of Sal, which is the most northeasterly one, and most folks' first port of call.

There is only one port on Boa Vista, and Sal Rei is it, on the NW corner of this round island. There is a west facing bay about 3 miles long with an island (Called 'Isla de Sal Rei') at the northern end. The passage between the island and the mainland is all between 1 and 2 metres deep. The back of the bay is an amazing 3 mile white sandy beach which is often deserted.

There is a small river flowing into the back of the beach where it seeps through the sand to the sea. The town is at the NE extreme of the bay, between the start of the beach to the south, and a rocky reef to the north. Immediately off the town are 20 or so moorings for fishing boats, in water from 1-1.5m. There is a jetty with steps for landing, and further north there is a small pier which is just big enough for the regular cargo ship that comes once a week or so. Immediately south of this pier is a small deep water anchor-

Will and Lucy reported this gem from 'Meira' their Tiki 26 with solar powered satellite email. Many thanks! Ed  
More at: <http://members.aol.com/lucyandwill/>



age which usually has 3 boats in it - all local charter vessels. These three fill the available space.

When the waves get bad (often in Winter, rare in Summer), the freighter can't lie alongside, so the island does not get its supplies. Passengers and urgent items are brought ashore in small fishing boats, but even this is not always possible. Today, for example, no fishing boats will leave the harbour because the waves are so bad. When they get really bad, the waves break right across the bay.

Most yachts follow Anne Hammick's advice and anchor between the south end of the island and the mainland in 3-5m. This is a rolly anchorage at the best of times and is often untenable. When the waves are bad the breakers commence further and further from the beach, often approaching the anchorage. When this happens the monos up-hook and leave.

Why am I painting such a bleak picture? Because at the south end of the isla, in a bay facing E, protected by a headland to the south, an island to the west, a breaking rocky reef to the east, and a sandy spit to the north, there is a Cat Corner. When the waves do their worst, the freighter can't get in, the monos have all run out to sea, cat crews can snooze, relax, and explore a deserted tropical island, complete with ruined Portuguese fort (with cannons) and tumbledown chapel.

There is a mooring in the little bay, maintained for a famous boat named 'Prudence', the original ILAN (*Incredibly Long and Narrow* - Ed) Voyager, and I think the Round-Britain record holder, designed by Nigel Irens. She is out of the water on Sal, but when she is afloat she does day charters among the islands. The proprietor of the windsurfing school suggested we use it, and we did to great effect. On days we couldn't get ashore in our little Tinker we either stayed aboard and watch the maelstrom and the windsurfers, get a lift in the windsurf school's RIB, or flag down a fisherman for



This is to WGS84, unlike almost any chart of the area that you may have. Be exceedingly careful with horizontal datums. Plain inaccuracy of charts is very common round here.

a lift, if there are any going in and out.

You can even put the boat on the beach in the little bay, but I would recommend doing this at springs (1m range!), when there are high tides at dawn and dusk, making it a perfect overnight stop, or a day-long one.

The north entrance can be used, as we did, but I wouldn't recommend it except in settled weather. The south entrance, between the island and the permanently breaking bank a mile off the south end of it called Baixo Inglis, as recommended by Anne Hammick (In the Atlantic Islands Pilot Book), is probably more sensible. Give the West side of the island a generous offing, as breakers extend offshore, before turning eastwards for the yacht anchorage, and then northwards for the cat corner. Keep away from the island until you can see the rock offlying SE corner. Anchor in the bay, a second anchor to hold the boat pointing into the waves might be a good idea.

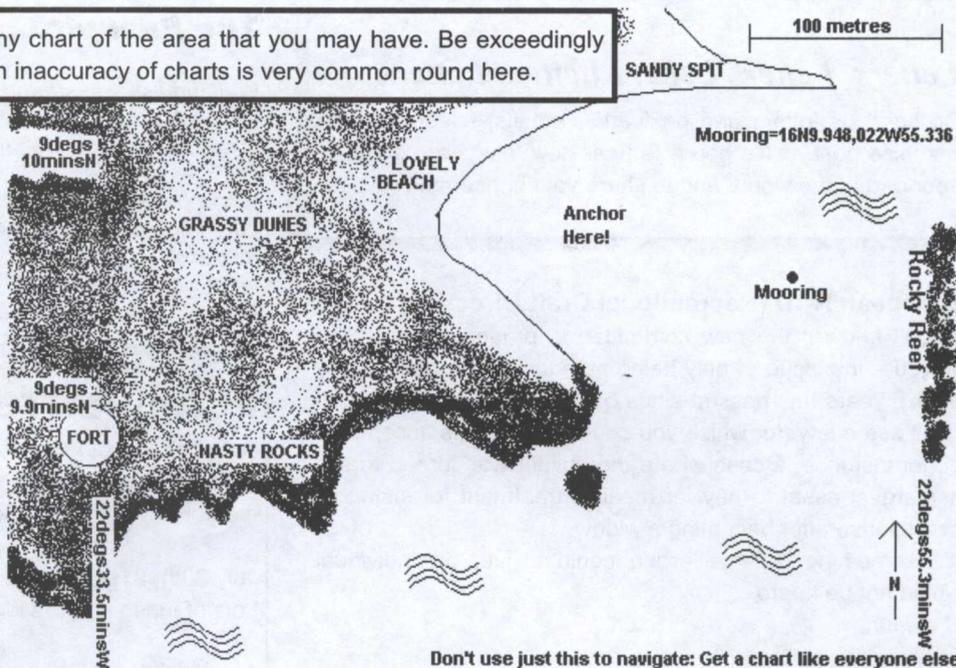
Sal Rei has basic shops and bars. The locals speak mostly Portuguese and Portuguese Creole, with more French than English as a second choice. The language barrier does not seem as great here as it is in other places, with drawings in the dust, gestures, and a friendly desire to communicate replacing words and grammar. One night we ate out at a place with no written menu, but the proprietor obliged us by doing very good impressions, complete with animal noises!

A boatbuilder has his workshop on the town beach, and refused to be paid for making us some hardwood wedges which we use to tighten the beam lashings. He has a diesel winch which could probably be used to haul a smallish polynesian catamaran up the town beach for work to be done, as it is for the dozen or so work-in-progress boats that line the beach near his workshop.

A little way along the town beach is a water tank, which clearly used to belong to a lorry but is now on a low wall next to where the clothes washing is done, from which you can buy drinking water (bring your own container) for one Cape Verdean Escudo (0.6 pence) a gallon.

The queuing system is, shall I say, non-linear, where the proprietress points at the person who is to go next, the size of your container and the use to which you are putting the water seems to be factored in. We never felt hard done by, anyway.

I have a theory that buying some of her baked goods, which she sells while running things, might speed things along. The tank is open from 8am to 3pm local time (9am-4pm UT)



Around the corner is a mechanics workshop where cars are welded, garage doors are painted, scooters are repaired, and replacement tinker rowlocks are made, overnight, for a little over UK£5 for the pair, one having got broken when an unexpected breaking wave tipped me and the shopping into the drink. The man here also repaired the engine which was failing intermittently, for UK£5 too.

An alternative for small cats is to pick up a fishing boat mooring just off the town (but someone may ask you to move to another one). Here, although the waves never break, they can become uncomfortably steep (we decamped to a B+B for a couple of nights!)

**Don't Expect:** Any of the problems between yachtsmen and fishermen that are rife elsewhere. You are usually the only yacht, and certainly the only one right off the town, anchored in 1.5m!

**Don't Expect:** Too many facilities - there are no large shops and anything that is not a basic requirement will probably be unavailable.

**Do Expect:** People to borrow your dinghy, and always return it undamaged, but not always exactly in the same place. This is because people don't have dinghies, and either swim or flag someone down to take them out to their boats, or, of course, borrow the one on the dock.

**Do Expect:** To be treated fairly. Hagglng and trying to 'rip-off' people is not part of the culture. It is exceedingly rude to haggle here (This does not apply to the Senegalese selling African souvenirs). In fact, one day when we flagged down a fisherman to buy a fish as he went by, he was not happy to sell because he didn't have his spring balance to weigh it to give us the right price. We had one, so that was OK!

**Do Expect:** A unique place where some fisherman still fish under sail, albeit with abandoned carbon windsurfer masts as gaffs, where the pace of life and friendly welcome will make any polynesian catamaran sailor want to linger.



## Letters Letters Letters Letters Letters

Do send us letters and postcards, emails, telegrams and porpoise post. It's good to hear how things are going in your part of the world, and to share your concerns.

### European RCD (Recreational Craft Directive)

I don't know if the new committee is proposing to get involved – the issue of only being able to sell the boat legally after 5 years has passed since building, still applies. I still don't see a law (for which you could be jailed) is acceptable in, for instance, a case where the builder was forced to sell his largest asset to pay for medical treatment for instance, or a spouse after becoming a widow...

It's something a large group could argue, an individual would not be heard....

Have fun, Scott

*It's worrying, Scott. Safety legislation is so often self-defeating, Carrying tons of 'Safety' equipment designed for self-sinking monohulls could imperil a seaworthy Wharram.*

*Any members with relevant experience/contacts?*

*We ought to examine this one. Ed.*

### Issues 42, 43, 44, 45 or issues 42, 43/44, 45?

Guess you're going to be inundated with this enquiry. . . . Just received the note about the new committee and the renewal notice which lists back issues of magazines up to number 44 but as yet I have only received as far as number 42. Have I missed out on the last two or has someone lost count? Keep up the good work

Fair winds Pete Kyne

*Oh dear. Looks like our numbering system was well confused. We were planning Issue 44 to follow the bumper issue 43, then I was told that the bumper issue was numbered 43/44, but when it arrived it was marked 43. So now this one is 44, the next is 45, and so on.*

*It confused me too, but that's so easily done – Ed.*



## The Pushpit.....



*Well, unless you started reading at the back (in which case, Welcome!) this is very nearly the end of issue 44.*

*We hope you enjoyed it and found it useful. It's our first attempt, so there are bound to be errors and omissions, but it's been a good experience.*

*Have you spotted our deliberate errors?*



## PCA EVENTS June – Sept 2001

June 8th to 10th Gerald is organising the popular Austrian rally again this year. His programme includes an early bird meet, Rally & Racing, Social Meet and Fleet Sail.

July 20th, 21st, 22nd Si is hosting the annual Humber rally. Lots of fun in an area ideal for shallow draft polycats.

August 3rd, 4th and 5th. Steve and Scott will be holding the Plymouth rally. Another chance to meet every one down at Millbrook.

August 17th 18th 19th Ken will be hosting the Poole Harbour based rally with all the usual attractions that Ken likes to arrange. *Niice one Ken – Ed.*

August 24th to 27th Portsmouth will be staging an International Festival of the Sea. This is the largest maritime event in the country with lots of water and shore based events. We would like to try to enter a P.C.A. fleet.

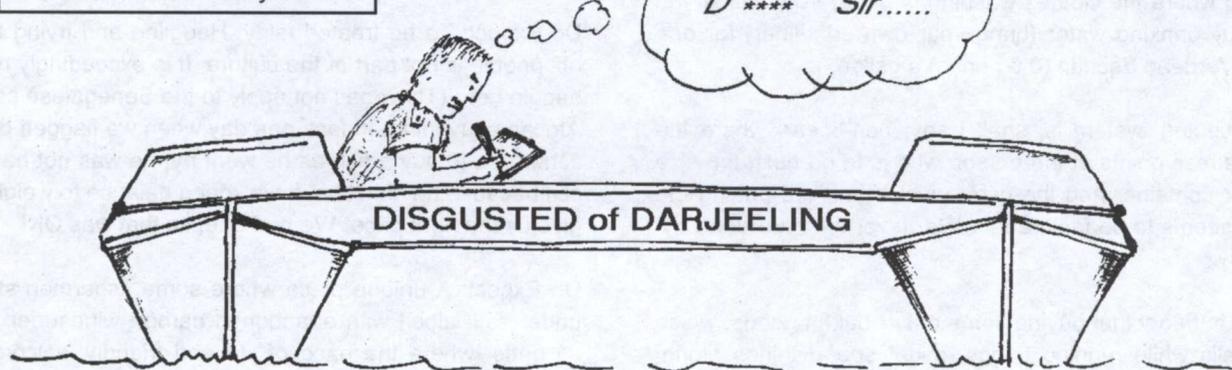
Please be warned though, that entry as part of the festival is already over-subscribed. If you want to be considered, get in touch with me as soon as possible for entry forms.

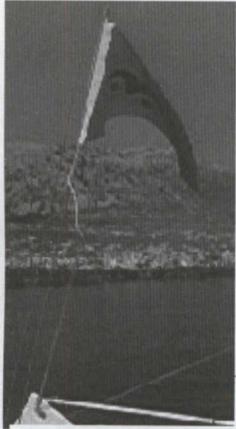
September the 6th there will be a rally in Croatia, organised by JWD. For further details please get in touch.

Ken Hook, PCA Secretary.

118 HOWETH ROAD,  
BOURNEMOUTH, DORSET BH10 5NS, UK.

Be sure to tell us how you feel!





## Support your Association And spread good fortune....

With a lucky PCA burgee and clothing too  
your voyage is assured of success.....  
Reading matter? Back numbers of course!



Committee member Gerald Winkler shows  
our Burgee in the Adriatic (issue 43)  
That's the way to do it!



RED BURGEES, SEWN-ON WHARRAM LOGO BOTH SIDES.....£12 INC. P&P

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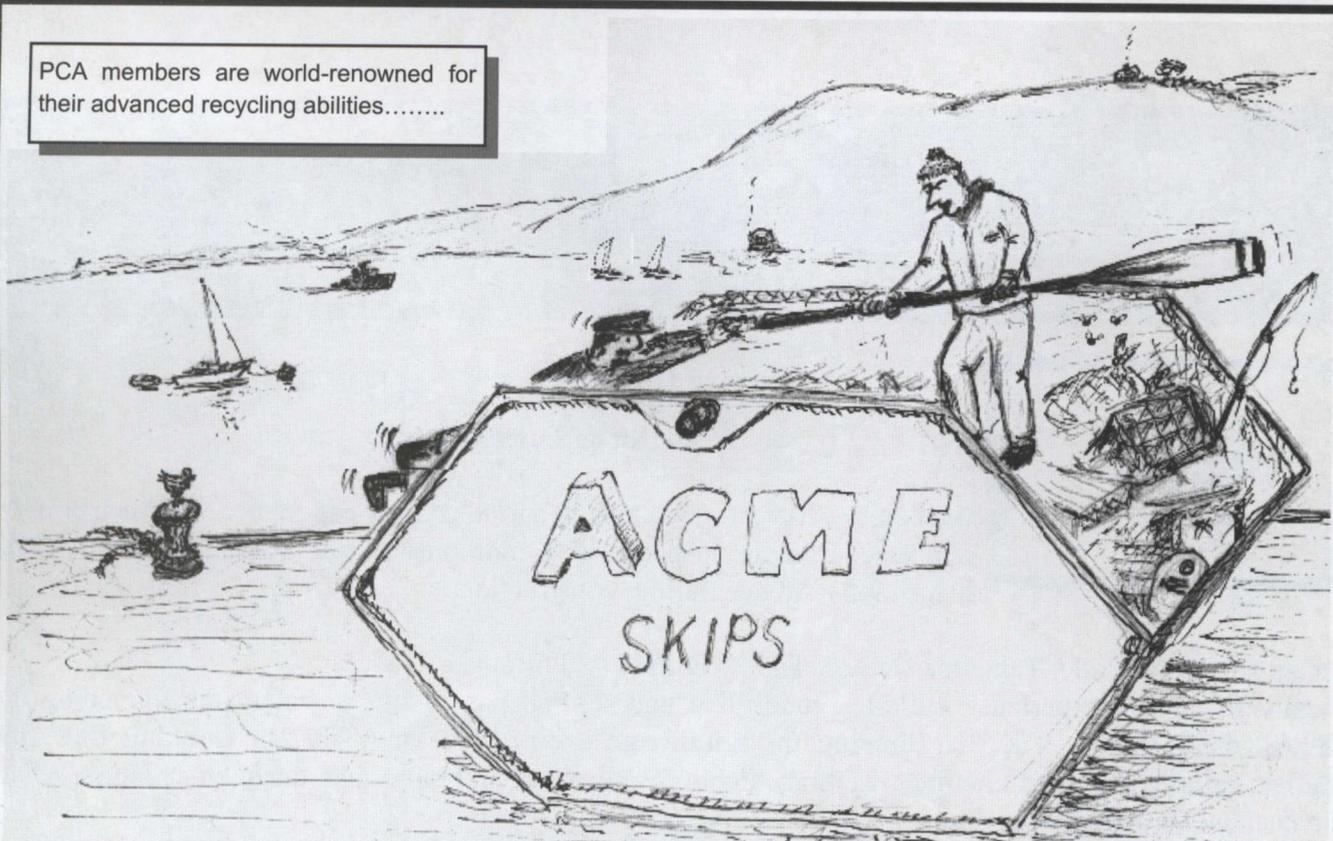
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PAYMENT WITH ORDER, IN STERLING CHEQUES AS PRICED ABOVE, OR PLEASE ALLOW £5 FOR  
OUR CURRENCY CONVERSION COSTS. THANK YOU!

OUR NEW ADDRESS: PCA ORDERS, 118 HOWETH ROAD, BOURNEMOUTH, DORSET BH10 5NS, UK.

PCA members are world-renowned for  
their advanced recycling abilities.....



*"Come on Fred, give over. You know perfectly well that I grabbed it first...."*



# DITTY BAG

**DITTY BAG DITTY BAG**

**BOAT for Sale:** Due to changes in circumstances 'Sirimamy', a beautifully built **Tangaroa 35** evolution with extensive extras is offered for sale. Needs final fit-out and rig to sail away. New and unused - £19,000 asked.

Featured in 'The Sea People' Issue 40.

To hear more why not call Richard McIlroy on: 0777 945 1810 (UK Mobile)

**For Sale:**

TENT, Imagine multihulls for **Tiki 26**. About 7 years old but good condition & hardly used for 4 years, £200 o.n.o.

FLOTATION collars to turn an 8ft 6in pram dinghy into a liferaft, rarely used and in prime condition. £100 ono

Contacts: For information ring Mike Wynn on 00 34 630 689604. (Spain)

To view or collect, Adrian Wynn on 01223 474621 (Cambridge, UK)

**PLANS** available, due to change of circumstances:

Full set of plans for a 40 foot Simpson Designs 'Woodwind' strip planked Cedar/epoxy composite open deck catamaran.

Full size frame patterns (home made) and around half the frames made with enough MDF to complete.

Contact Paul King on 01691 657306 (Shropshire, UK)

**STORM JIB**, "Cruising Home" in high-visibility orange, suit 30-35ft boat. It wraps around your rolled-up Genoa, like a Tiki wingsail wraps a mast. Never used in anger, sailbag, £230 ono. ben\_mullett@hotmail.com (no phone on Pilgrim yet)

**WANTED**

New or used replacement front beam for my Tiki 21, price negotiable?

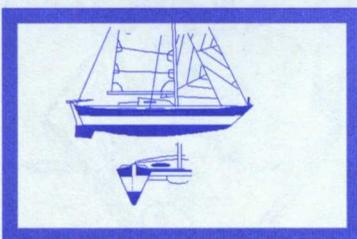
Contact John Ireland on 01903 265877 (Worthing UK)

**MISSING PERSONS** - Anyone knowing the whereabouts of GLEN TIEMAN formerly of Pahi 26 'Peregrine' please contact Andre Viljoen either directly (address in Yearbook) or via the PCA/Seapeople offices. Thanks!

*Free Advertising in the Ditty Bag for all PCA members. Boats, plans, or bits and pieces For Sale or Wanted. Offer or seek services as captain, crew, cook, bottle washer or bottom scrubber.*

## IMAGINE MULTIHULLS

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