

The Sea People



Tahiari - South of the border
PEACe IV – Virgins Islands
Cat Corner – Isle de Ré
News from SeaPeople
Who's building What & Where
Hints & Tips

No 53

SEPT 2003



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The Sea People

Magazine of the
Polynesian
Catamaran
Association



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Gavin Lacey aboard his new Tiki30 "Mango Elephant" around Poole Harbour. Full story of his cruise next issue.

Photo courtesy of Ken Hook

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.





Commodores letter 31st July 2003

I have been thinking a lot about boat engines recently. We are having a year off our boat this year and the idea was to help a friend to sail his 31ft halfboat, a westerly Berwick, to the Azores, In fact, it didn't happen because the wind was on the nose all the way and in the trip out to the end of Portugal we only sailed for four and a half hours. Which is why I had a lot of time to contemplate the effect of the engine on cruising.

When I started sailing most yachts were described as auxiliaries, say a 10hp engine in a 30ft boat. Occasionally one would come across a motor sailer with 30hp. My own first boat, a 25ft Folkboat had a 5hp Seagull on the back when we needed it but we used the oars a lot more. Nowadays the standard yacht comes with an engine at least the size of a motor sailer and this is reflected in the way she is sailed. We decided that we needed to set out from Portugal by the 15th July so we used the engine to get there. We still didn't make it so we put up with 400 miles of noise for very little result.

Does it matter? Surely we can still choose to use the engine or not? The trouble is that once you have the engine, you tend to use it and that once it is on it tends to stay on particularly in the Med. The next time I hear of wonderful sailing in Greece or Turkey, I shall ask how much of it was done under the iron topsail.

What an engine does do is to encourage a timetable mentality. "If I'm not doing five knots, I put the engine on", so those lovely lazy days going not very far, slowly disappear

The only time I have really missed an engine is in really heavy weather. Our little Malta (3.5hp) will push us against a force 6 but I still remember watching a group of boats going into a fishing harbour to claim sanctuary leaving us to sit out a force 9 in the outer harbour of Tarifa. Not to mention dragging all the string we had on board across a bay in Menorca and pulling on it while Jen whipped the horses against a gale. So a small increase in power is probably called for, say up to eight.

But other than that, I think I will stay using my engine only enough to stop it from rusting. That way I will be able to hear the water rustling past the hull during a night watch and at the end of the trip know that I have got something for nothing!

Mike

2003	PCA Meets & other Events	Contact
Dec 13th	Paris Social Meet	Dave Peak
Dec -Jan	Still hoping to hold a meet in the Florida Keys	
2004		
TBA	PCA Poole area Spring Social	Ken Hook
TBA	PCA Netherlands Spring Social	Dave Peak
May 28-31	PCA Poole area Spring Meet	Ken Hook
June	PCA /Austrian Wharram Circle	Gerald W.
July 9-12	PCA Meet Brest (Fest de la Mer)	
Aug	PCA Falmouth England Meet	
Aug 27-30	PCA Poole Summer Meet	Ken Hook

How to host a Meet

What's needed to host a meet ?

- * Enthusiasm & optimism
- Minimally one (or two) boats, preferably Wharrams
- A couple of anchorages within a days sail
- Pre-designated pickup points
- Site for a BBQ or inexpensive restaurant

Some PCA members have invited members to their areas with little or no turnout but continue to extend the invitation. This is the kind of optimism & enthusiasm needed. I've attended meets at 4 different locations. They've all been different and they have all had their own personalities and charm.

Organising a regional social is even easier - All you need is to designate a time and a place,. The PCA will willingly assist with notification via website, e-mail, magazine and regional snail-mailings (these usually produce best results).

***** A burgee or item of PCA clothing will be given to all hosts of PCA events/rallies.**



A ray of sunshine...OK, two!

More R & D going on at SeaPeople.....since I starting working on SeaPeople with Ben Mullett 2 years ago I've been in somewhat of a quandry. When the magazine is being put together, we (and predecessors) are generally working with colour photos and using Micosofts Publisher to assemble the magazine, in effect we see the magazine as a colour magazine on the computer. So it's a little depressing when we create a print copy (to accompany the CD to the printers) in black and white. Sometimes the quality from the printers doesn't match what we have produced on our cheap little printers; but like they say "hope springs eternal". A problem with our black and white printer meant an inexpensive colour printer (do you know how hard it is to find a b&w printer nowadays ?) saw us printing our draft copies in colour. It's one thing to see colour photos on a computer screen but a very different thing to have it in your hands.

It has made such an impression seeing the difference that colour brings to the magazine that we are aggressively investigating how to get future mags printed in colour. How and when this will come about is still unclear. Using our current printers is not financially prudent (colour printing = 3 times b&w cost), other printers are a possible option. Buying/leasing our own high quality colour printer is a possibility.

What we can now provide for, is a limited number of back issues (#44 onwards), with colour photo option rather than our present format. The reason we can only go back to #44 is these are the only ones stored digitally on CDs. You may have seen examples of this colour "reproduction" magazine at one of this summers PCA meets (these will be printed on A4 paper and stapled as opposed to A3, folded and stapled).

With the winter boat show season upon us again, I'll be voting with my feet. Sorry, Southampton, Excuse me, Earls Court(did it move to Docklands yet?), I'm off to the Paris Boat Show (Salon Nautique it's true name). Quelle difference! No crowded aisles (I was totally agog at Paris 2001 - two ladies with baby carriages stopped abreast to chat, no queues, no backups just room for people still on the move to pass either side of them! Another thing that seemed to be so very different was the nautical artwork that was everywhere. This may not be a plus for the vendors at the show, as I was constantly stopping to admire the artwork, but I loved it. I initiated every conversation in French whenever I approached a vendor's booth, invariably I was thanked (in English) and a mishmash of "Français" was generally the order of the day. English being the seemingly preferred language when matters turned technical.

There were the usual refreshment stops that Earls Court boat show goers will recognise but also a full à la carte restaurant which while not being true haute cuisine, was a very refreshing rest stop in very comfortable seats with great choices to eat and drink. I was totally refreshed after a wonderful salad, appetiser and a glass or two of wine. Normally at boat shows I'm exhausted by about 2 in the afternoon, but the 45 mins in the restaurant totally re-invigorated me for the rest of the day.

Hotels in Paris from approx. £20-40/night Formula 1, ETAP, IBIS (all in ACCOR group) and flights (Easyjet £27ew) or Eurostar(£70) special offers make for a relatively inexpensive weekend. Eurolines coach service and International Youth Hostels are other ways to get to and stay in Paris. If you're in the market for some boatgear, then reduced French prices (compared to UK chandleries) could mean that the price difference could well pay for your entire trip. If you travel by car and include a little Xmas shopping, you might well be able to convince your first mate that you can afford a new Genoa (or whatever this year).

À bientôt, Ton ami Dave

All members submitting articles for submission to the mag, will be entered into a drawing at the AGM. Prizes will consist of PCA clothing/burgee/articles that have been presented in the money saving column for that year.

Articles for submission to the mag can be sent to the PCA Office or electronically to
pcatxt@pca-seapeople.org (for articles, simple txt is best, .doc is fine also)
and pcapix@pca-seapeople.org (for pictures or drawings) .jpg format preferred (others less so)
(pictures should be scanned in at 300dpi resolution and size should be no more than 300K please)



....Down Mexico Way

Chuck Hinman

Oro 46

La Paz

"Tahiaril" motored past Point Loma and we raised the mainsail in light northwest winds to sail down the Mexican coast. The watch system started with the three crew taking four hours at the wheel while I was on call all the time to handle the sails, offer advice, and supervise. Helen took whatever bunk was empty and got roused out of bed when the owner got off watch. It was too cold and wet to sleep on deck.

We all took turns cooking on an informal schedule and those meals were always good. It was one of the highlights of the trip. We each had our specialties. Helen made porridge, spaghetti, and Bubble & Squeak, mashed potatoes fried with left over vegetables. Linda was a somewhat of a vegetarian and made great salads. I baked cornbread and made stir fry, rice & beans, and soups. Mark made beans and stews.

In the night we had high wind off the land so I put up the jib and mizzen sails and pulled down the mainsail. We were left in sloppy seas in sudden calm at four in the morning but half an hour later we continued in light northwest wind. We flew the spinnaker for a few hours until evening when the light wind died altogether. We all went to bed and drifted through the night. This was the beginning of variable winds and adverse weather that made the trip to down Baha long and frustrating.

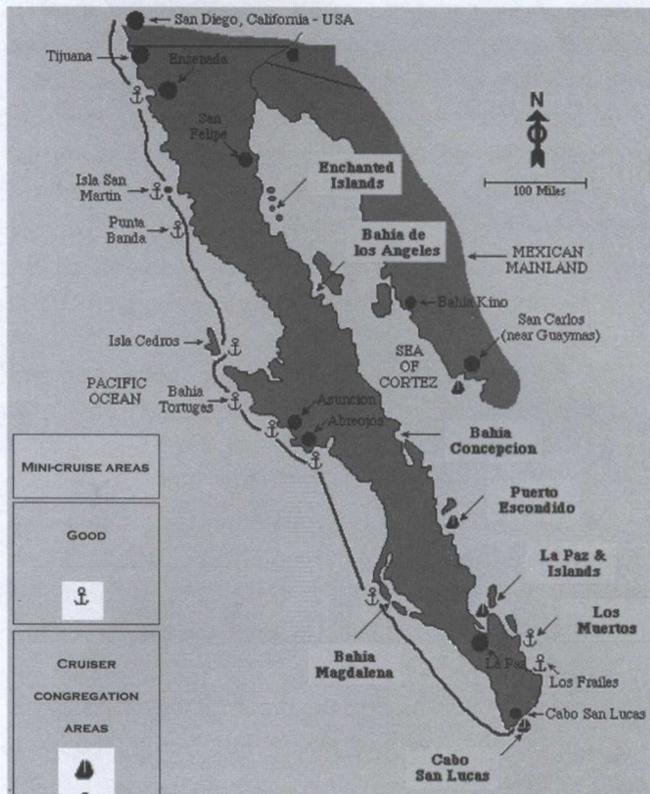
The third day out I tried to be patient so we tried to sail in intermittent light air in various directions. My hat blew off my head so we had a hat overboard drill. We went slowly nowhere until the winds died totally in the afternoon. I dropped the sails and turned the engine on. We saw the first of many ships. I taught Linda whipping and splicing and she made herself a rope harness and tether. We ran into fog at night and heaved to in flat seas to wait it out.

Mark and Linda had brought lots of CDs and played them most days on my boombox. They conferred often about bands and singers as they praised and discussed each other's collection. The sound track to the cruise was a mix of techno, hip-hop, latin, jazz, and world music. They were just too cool for words.

The fog was thin in the morning and there was no wind so we motored most of the day. The fog cleared at noon but we could see it behind us. A mournful foghorn sounded every two minutes until a ghostly dark ship to seaward of us slid out of misty tendrils heading south. Three other ships came over the southern horizon and passed into the fog landward of us. This was a little spooky for the crew. Mark showed Linda Chinese breathing and meditation exercises. The wind picked up in the afternoon and we sailed at four to five knots until the wind died in the evening. We saw a large ocean sunfish with an attendant small fish swim around the boat

before we started the engine. The fog stole up behind us and swallowed the world in the evening. We ran all night through the fog. I didn't think anything of it but Helen didn't like this and suggested a double watch in fog like the English lifeboat service, so we did. Helen and I saw San Benitas and Cedros Islands just under (!!!) the low cloud at sunrise.

We had thick fog all day and night as we motored past the islands and Turtle Bay (Bahia Tortugas). I started taking a



regular four-hour watch and continued to do all the sail handling. We heard more ships. We were really depending on our radar reflector and that the crews maintained a proper watch aboard the big ships. Helen told how some merchant mariners told her that many crews just set the autopilot and didn't watch the radar even in fog at night. This made everybody a little tense. I had a hard time believing that anybody would be so foolish next to a coast in heavy shipping. Anyway, what was I supposed to do? You're just as likely to get creamed sitting still as moving in that situation.

The fog cleared in the morning. The wind turned southeast in the afternoon portending a storm. We started tacking up wind but didn't get anywhere. We talked to "Wanderlust V" on the VHF and got a weather prediction of southeast wind to 20 knots. Forget that! We turned around and sailed for Turtle Bay. I didn't want to enter Turtle Bay in the dark so at sunset we heaved to 15 miles short of the bay to wait for morning and had a disco on deck. Mark and Linda holding on to shrouds on opposite sides of the pilothouse started



....Down Mexico Way

Chuck Hinman

Oro 46

moving to the music on the boombox. I danced on the fuel tank cover while holding on to the mainsheets. Everybody flashed their flashlights like disco lights. We were pretty animated for a while. Helen just sat and enjoyed the scene.

In the morning we sailed into Turtle Bay under half main and mizzen sails at 5 knots in strong southeast winds and anchored in the southern portion of Turtle Bay across the bay from the village. "Mimosa II" was there with half a dozen other boats. A panga driver that made it his business to service the cruising boats swooped on us like a hawk. Pangas are ubiquitous fiberglass open power boats about 20 feet long used by Mexican fishermen. We were down to 100

Helen tried to arrange over the radio for a cruiser's meal at a restaurant ashore for the evening and then rowed ashore with Mark to find Linda and make arrangements with the restaurant. Miguel showed me a note in English requesting materials for poor children so I gave him paper and pencils. He also wanted "porno". I didn't have any. He finally left and I never heard anything from him about water. Helen came back with the dinghy and picked me up, explaining that the meal had been changed to right then because nobody wanted to launch through the surf and go back to the boats in the dark.

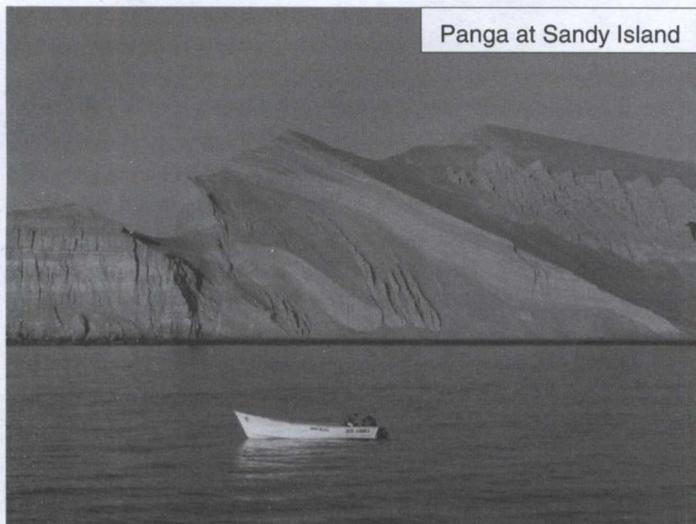
We had a great time telling stories, drinking beer, and eating. We met an English couple, Neil and Fiona from "Keeshond" and Americans Jack and Leanne on "Stealaway". Neil told stories about near collisions with lightless boats while crossing the Atlantic. Everybody seems to follow the same rhumb line and GPS waypoints. They sail without navigation lights to save their batteries and because they think they are all alone in the middle of the ocean. I had to borrow money from Linda because I had screwed up and left San Diego without raiding the ATM. The restaurant owner took me in his car to the reverse osmosis plant up the hill at the back of the village to fill my jerry cans. It was \$4.50 for 20 gallons and it tasted wonderful. I schlepped the water cans down the beach through the surf and out to "Tahiarii" and went back for the crew. Mark was sitting in back and Linda was standing and leaning forward in the bow as we were trying to launch through the two-foot (!!!) surf. A wave rolled right over the bow, sprayed Linda from top to bottom, and flooded their shoes in the bottom of the dinghy. Since her shower was ruined Linda was disgusted and aggravated. Helen came back with another cruiser.

In the morning we pulled anchor along with most of the rest of the cruisers in the bay and got underway with the spinnaker in a whisper of wind. Linda plucked her eyebrows. I thought this was amusing and asked her, "Who told you to pluck your eyebrows?" She asked me, "Who told you to shave?" Actually I don't shave until I want to look presentable on land.

The wind increased outside the bay to 20 knots by afternoon. We took in the spinnaker at 11:00. We passed a little sloop called "Sea Tub" around noon. Later on we heard an emergency call on the radio, "Pan Pan Pan." "Sea Tub" was disabled. Without calling on the radio for clarification of the situation or telling my crew what I intended, I started up the engine and turned into the wind through the four to six foot waves. "Tahiarii" took a wave over the port bow and soaked Linda in cold seawater from head to foot. She was very upset with me and told me so in no uncertain terms. I apologized.

I hove "Tahiarii" to the wind, talked on the radio to another boat about the situation, and waited for "Sea Tub" to be

Panga at Sandy Island



miles worth of diesel but I refused to pay \$3 per gallon that he wanted for delivery to the boat. Marcel and Martine came over for a visit. The crew were anxious to get to land and took the panga across the bay to visit the village until late in the evening. The storm blew through the night.

In the morning we motored in calm water over to the village and anchored. "Mimosa II" sailed out of the bay. I took Linda ashore and met Miguel on the way. He said he had a friend who would get us water. We were running short. I was continuously worried about resources with so many people aboard and continuously made comments about water, food, and fuel. This bugged the crew.

The village of Turtle Bay was a typical Baha village with dirt streets, lots of unfinished and crumbling buildings, plastic water pipe diving in and out of the dirt, palm trees, lots of small stores selling candy and drinks, open air restaurants, skinny dogs running around the landscape, and lots of pick up trucks. The Pemex fuel station had no diesel after some big sport boats bought thousands of gallons.

Linda went in search of a shower and I went back to the boat. Miguel was aboard literally singing the praises of Helen. I spent some time trying to figure out the water deal.



....Down Mexico Way

Chuck Hinman

Oro 46

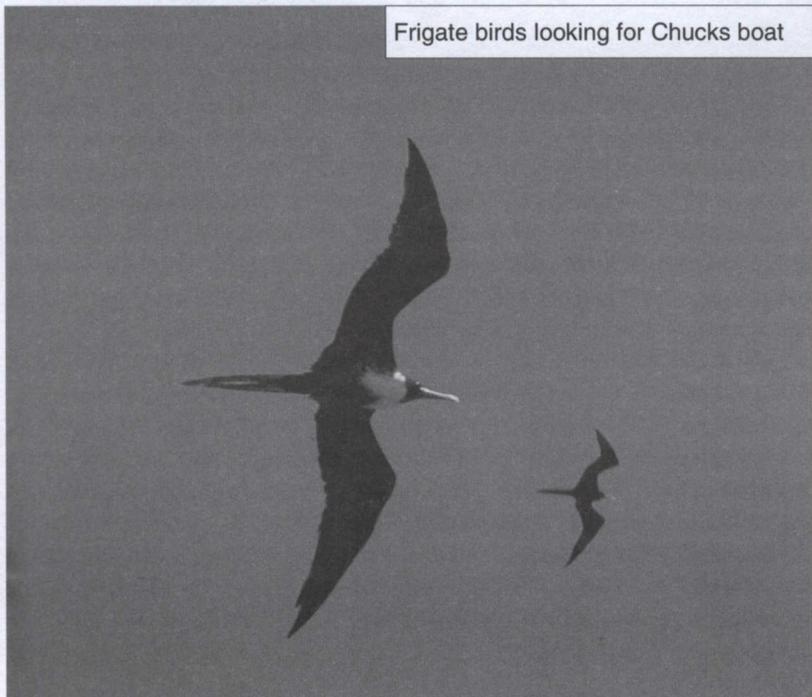
enabled. Her crew had been taking in their spinnaker when they wrapped a sheet around the drive shaft and propeller. Her skipper had to dive into the rough water and unwind or cut way the line around the shaft. Forty minutes later they were free and we continued on our way.

The wind died around midnight and we went to engine until 5:30 in the morning when the wind suddenly started again.

temperature was up 70 degrees from 57 degrees in San Diego but it was still too cold for me.

Helen was asking about crossing the dunes and Mag Bay to Puerto San Carlos. I asked what her hurry was and she blew up at me. In a loud, angry voice almost in tears she said she didn't know why I had it in for her but she was tired of my sarcasm and couldn't wait to get off the boat in Puerto San Carlos. "I have been called over sensitive but you've treated me like an idiot. You told me to put the salt away in the baggy. I have been cooking most of my life and I know about salt!" Furthermore it wasn't just her. Helen had talked to Mark and Linda and they had noticed my bad attitude and "Tahiarri" was not a happy boat. She went on to detail all of my decisions that she didn't agree with and asked why I had to try to be popular. "You should just be yourself, Chuck."

Frigate birds looking for Chucks boat



Linda spent her off hours during the day shaving her legs. I didn't say a thing but I did take pictures. Another cruise ship passed us heading north. I taught Mark and Helen how to chart our position from the GPS coordinates and some other navigation tasks during the day. Two navigation lights went out from corrosion on the contacts of the fuse block. The corrosion was caused by all the seawater splashing around during the storm off northern California. The crew didn't like this. I "fixed" the lights by wiggling the fuses.

We saw Cape Lazaro, a high landmark 40 miles north of the entrance to Magdalena Bay, at dawn. The wind had died again so we motored down the coast toward Santa Maria Bay. I taught Helen how to make position fixes from landmarks. We raised sails as we entered the wind acceleration zone at the entrance to the bay and sailed up to the beach at the north end where we anchored. Seaward was a ridge of rocky hills but the rest of the Bahia Santa Maria is enclosed by a broad circular beach backed by low sand dunes, part of a barrier island that enclosed Magdalena Bay. Mangroves cut into the dunes from the hills near where we anchored. Pelicans and frigate birds wheeled overhead and dove on little fish in the clear warm water.

Linda and Mark swam ashore as soon as they could. They couldn't convince me to take the plunge. The water

I was shocked. I felt blindsided by this sudden eruption of fury, clueless and stupid for not seeing any sign of trouble. I didn't know what to say. Helen was interested in owning and sailing her own boat and wanted to learn as much as possible so she asked lots of questions. Some of her questions felt like questioning of my judgment so I could have become defensive or I could have been overbearing or brusque in our discussions because of my superior knowledge and experience or my lame attempts at humor might have fallen flat but otherwise I had no idea what she was calling sarcasm. I was embarrassed to remember the salt incident but instead of telling me to go to Hell or go away right then Helen had saved up every little perceived slight and grievance to hit me with her frustration and fury all at once.

I apologized and told her I thought she was good crew and certainly didn't try to make her feel bad. I wondered how Gretchen (former boss at former job) back in Issaquah would have handled this situation. We had an animated discussion about my failings and I asked how she thought I could improve. Helen had some good points and good ideas. The crew was frustrated that I was doing all the deck work so I promised to teach sail handling and trim. I resolved to take all questions seriously with my full attention, answer fully, and ask for feedback. The crew felt unsafe because we had not practiced emergency procedures so I said we would. I resolved to have a ship's meeting to rehash each voyage. I resolved to quit growling and swearing at every little frustration and pain.

Helen felt better after our discussion and we rowed ashore for a beach walk. The wind died for a quiet night. I cleaned the fuse block with metal cleaner. In the morning the crew swam ashore for a long walk. Two fisherman pulled up next to "Tahiarri" wishing to trade for lobster. I traded them a



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bunch of cans of food and \$4.00 for 5 little lobster. We had lobster for lunch and got a late start with no wind, motoring south out of the bay in the afternoon and through the entrance to Mag Bay at sunset. Helen and I used the binoculars for night vision and watched the depth finder closely to pilot "Tahiri" to anchor a couple hundred feet off steep rocks north of Belcher Point. After walking along the beach at Belcher Point with its fishermen's shacks and shark carcasses, we motored through the narrow zigzag channel up to Puerto San Carlos, anchored north of the pier, and walked into town get the lay of the land. No bank.

In the morning I took the bus to Constitucion, raided the ATM, and took the next bus back to Puerto San Carlos. The ecology is classed as tropical thorn forest and consists of thickets of many varieties of cacti and thorny brush, yikes! I never saw so many ospreys in my life. The Mexicans have erected nesting platforms on the power line towers. I saw seven nests in a row. There was a mating pair of ospreys on the pier. Back at Puerto San Carlos I paid Linda for everything I had borrowed, ate ice cream, paid for diesel, and went back to the boat.

The next day we cleared immigration and the port captain, pulled up to the dock and loaded diesel and water, and changed the engine oil. The crew scattered in town so I had to buy and pack all the food back myself. I had a full backpack that weighed more than the load of food in San Diego plus a box full in my arms. I was really tired once I got back to the boat so Helen put away the provisions.

We started in the morning with the best of intentions of making miles but the crew wanted another swim. We motored down the zigzag channel through drifting fog from one buoy to the next and anchored by the sand dunes of the barrier island. Only Helen swam in the outgoing tidal current and fog. We motored around to Puerto Magdalena in Man of War Cove where all the other cruisers were anchored after hearing that Leanne on "Stealaway" had made chocolate chip cookies. Cruisers must have flexible schedules. Helen and I rowed over to "Stealaway". Mark and Linda swam over and later swam back. We had cookies and socialized with everybody else on "Stealaway" and took a quiz from Peter on "Wanderlust V".

Peter created this quiz as a break from a frustrating repair of their propane range. It had questions like how long did it take to find the replacement burner, how many lockers did he have to search, what tools did he use to make the repair,

and how long did it take to make the range operational from start to finish. We had great fun with that and then went over to "Wanderlust V" for drinks and nibbles. We gave Peter and Glenora a quiz in return. We had questions such as what are the seven signals of distress from a boat, what is black and white and flips all over (manta rays), what is the half life of an orange peel (3 years), what is the half life of Bimbo bread (the ubiquitous white bread of Baha has a half life of infinity), what are the favorite perches of booby birds and frigate birds (spreaders and mast tops respectively), etc. Peter and Glenora answered every question correctly, which showed their vast knowledge and experience of cruising life.

The next day we left Magdalena Bay about noon in gorgeous weather and I ran the crew through a man-overboard drill. We motored all day and all night. In the evening we passed the rocky point of Punta Tosca and headed for Cabo San Lucas. A few Mexican shrimp boats



Humpback along Baja coast

passed us heading north. A couple of humpback whales blew in the distance.

The next afternoon 15 miles off the coast at Todos Santos we were treated to a spectacular display of nature. Bottlenose dolphins opened the show by coming to play around the bows. Four whales spouted together right off our sterns. I screamed in excitement for Mark to shut off the engine and we drifted and watched the whales. Helen climbed the ratlines to watch from the rigging. Manta rays swam around the boat and jumped in the distance. The whales rolled, spouted, and slapped pectoral fins farther and farther away. I think it was a courting group of males around a female. These waters are where the whales mate and bear their young.

...Down Mexico Way

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We motored into the San Lucas Bay and anchored off the beach using the lights from the timeshare condominiums at 1:30 in the morning of January 19th, 19 days and 821 nautical miles since San Diego.

During the day the crew scattered on the beach and ashore. I went for my first swim in the afternoon, had nachos and beer with Mark and Linda at a beach restaurant, and played on the beach until dinner. We had a nice spaghetti dinner on "Wonk Wonk". They are friends of Helen's from Vancouver and the skipper, Sebastian, is Burnaby's brother. I had met Barnaby in Sausalito. After climbing aboard "Wonk Wonk" I wrapped myself in a sheet and hung my wet swim trunks on the lifeline and sat down to eat. Other guests came aboard for dinner and in the dark one of them brushed my trunks off the line and into the water. My trunks also had my wallet with all my credit cards! Despite snorkeling all morning the next day I never found them. I spent the next two days trying to call and email to cancel my cards and get new ones. You can't call 800 numbers from Mexico so I could not call the customer service numbers and for various reasons I couldn't sign on to my accounts over the Internet. I finally had to send letters to the companies from La Paz.

I had had enough of Cabo San Lucas so I submitted my papers to the nautical agent for check in and out. Helen spent the night on "Wonk Wonk". Linda and Mark went to bed in their bunks as usual. During the night they jumped ship! I woke up with nobody on board and all their bags and

Very important for anyone going international, get an international telephone number for all bank account and credit cards. Banks and financial institutions will rarely act upon just a phone call from you (much less an e-mail), however a fax with your signature always seems to do the trick! - Dave

back packs on deck. My dinghy was over at "Wonk Wonk". After breakfast the crew came back to "Tahiri".

I said, "There seems to have been some changes during the night."

Mark said, "Yes. We decided to take you up on your offer to leave at any time. We found out that we really are landlubbers."

I said, "OK."

Helen had said she was only going as far as Cabo since she wanted to get on a boat bound for Puerto Vallarta as soon as possible so I wasn't surprised that she was leaving the boat. I thought the other two behaved rather oddly. To leave

without a word in the middle of the night is a little strange. I didn't know I was so formidable. Last I had heard, Linda wanted to visit a friend on the west coast of Mexico and visit some Maya ruins. Mark said four days before that he was planning to go with me to the Galapagos Islands.

I asked Linda about her experience with me and "Tahiri" for my further education as a skipper. I shouldn't have asked. She said, "Well, I don't like you. I think you are socially retarded." This shocked me. No man likes to hear this from a beautiful young woman. I prefer "socially challenged". I had not a clue that she felt so antagonistic. I raised my eyebrows in surprise. "I don't know if you want feedback." I nodded yes. "I don't trust your decision making. I read your stories. I think you make decisions too fast without thinking. I was scared to death at night and in the fog. You really scared me when you turned around so fast without telling anybody and got me wet."

Mark apologized for lying and said he had really learned a lot from me. Linda agreed. I helped them load their bags in the dinghy from 'Wonk Wonk' and wished them good luck. Helen was sitting on the engine cover. I sat down next to her in shock, thinking over and over to myself that I have friends in Issaquah and Alaska that like me and respect me.

Helen said, "I'm shocked at Linda. No one should say such things even if she has a point. You are a nice man, Chuck. Deep down most people are nice. I know you were trying to do your best. I am glad to get away from Linda and her constant 'me, me, me'." I asked her if I had improved at all since our discussion in Bahia Santa Maria. She said, "Slightly."

After completing the check in and out, thus deleting my crew from the crew list, I rowed out to "Wonk Wonk" to say goodbye to Helen, Sebastian, and his family, and sailed away in the afternoon. The nice little westerly breeze soon died so I motored until midnight and anchored off a beach in the moonlight. Up before dawn, motor all day, and anchor after dark for two days running brought me around the bottom of the Baha California peninsula north to La Paz.

Marcel and Martine on "Mimosa II" invited me over for supper right after I anchored. I told Marcel about my crew problems and he said that until he met Martine that he had lots of crew that only lasted one to three weeks. I didn't feel so bad after that.



News from the Starboard Hull

This column will deal with any and all issues to do with stores, food preparation and storage, ships maintenance etc.

Lightweight and easy – Drying

- as stated in the salting article (SeaPeople #49) we have the Vikings to thank for drying as a method of storing protein sources for long sea voyages. Drying has its pros and cons over other

preservation methods. Whilst not as long term a storage method as salting or pickling, it will keep food for weeks. Its downfall is the ever present danger of moisture getting back into the dried product, always a risk to us mariners. One big advantage to drying, is once the moisture is removed the weight is considerably reduced, again something us catamaran owners should be vigilant about. Another benefit to drying is that it can be used with vegetables and fruits, especially when seasonal gluts make these products extremely cheap (producers need to sell before the crop becomes overripe and rots – ie totally worthless). Drying can be more hands off than salting/pickling especially with a Solar Drier (see Hints & Tips page 20).

After you've caught your fish or picked (or bought your veggies/fruit), cut fish into thin (4-6mm) fillets or remove skin and seeds from fruits and veggies and slice into similarly thin strips. Greater surface area and thin sections aid in the drying process and leaves little chance of inner areas not being completely dried. Place on drying racks. A cloth over and under during the first hour will wick off a lot of moisture. Drying racks should allow plenty of air under the pieces for best drying. I've found bamboo rollable place mats to be almost perfect as a drying rack, mesh racks work real well too. Place racks in solar drier or on a high horizontal surface for maximum sun and limited shadows. Dry for 6-10 hours in open conditions. If piece is brittle enough to crack when bent ...it's done. If not leave another couple of hours. If pieces are not dried by sundown, wrap in cloth and store until drying can continue next day.

Preparation

Preparing for cooking

Simplicity in itself, just put back the moisture that was removed. Drying will remove upto 75% of weight so add 3oz of water for each 1oz of dried product. Best used in slow cooking methods braising, casseroles etc so all product gets reconstituted.

RECIPES –

One product that cruisers can make a killing on is spices. Some spices, saffron to name one, per ounce are more expensive than illegal drugs! If bought at source a global cruiser could make a tidy income from shipping small lightweight packages of the top end spices to the western world, especially if grown organically, which incidentally most emerging economies do.

Mention of spices leads to this issues recipe for one of the most refreshing drinks on earth – **Marsala Chai!**

Marsala Chai (or Chai Marsala), originated in India, where it is enjoyed as a snack, a restorative, or a dessert.

Spice mixture – add equal parts of cardoman, cinnamon, ginger and grind together. You don't need to completely pulverize the spices, you will be straining the tea after it steeps. Some people add a peppercorn or two and/or a clove.

Brew up a pot of tea, Marsala Chai works best with a strongly flavoured black teas, add one teaspoon of spice mixture to the pot. Allow tea to brew for 10 mins, yes 10.

Warm milk, to add to tea. Optionally add small amount of vanilla for extra flavour. Soy or cows milk (rice milk will breakdown with heating).

Sugar is recommended (even in tiny amount) to fully develop the spice flavours. Enjoy!

Prepackaged ground spices will not give such intensive flavour, so if you go this route (not a terrible idea when first trying this out) make it one and half teaspoons of spice mix, but you won't get the full effect.

Fruit Leathers – A simple tasty treat, as good for you as they are tasty for the kids.

Chop fruit very finely and mash into paste. Lay out on drying rack after forming into 25mm x 150mm (1" x 6") strips to dry. Dry fruit as above and enjoy. Experiment with flavour combinations. I especially liked Raspberry and Banana, but then again I got my fruit from the A & P in Daytona Beach, Florida, not all locales will have such varieties of fruit. N.B. note lack of added sugar in these!



Hints and Tips

Dave Peak

What is Bio-Diesel?

Bio-Diesel is a fuel made from organic oils. It is chemically called Free Fatty Acid Methyl Ester. It is made from processed organic oils and fats, and can be burned in normal diesel engines just like normal mineral diesel, but its use does not pollute the atmosphere nor add to the causes of global warming. It is also possible to make good bio-diesel from waste vegetable oil like used chip fat. In this way, burning bio-diesel turns a waste disposal problem into a non-polluting fuel source.

Organic fuels are derived from plant and animal fats. Mineral fuels are derived from the fossil remains of decomposed organic matter extracted from below the surface of the earth. Everyone knows that the resources of mineral oils are severely depleted, and the cost of extracting the last reserves will become increasingly higher.

What first attracted me to Bio-Diesel?

Gotta admit, it was the price. Well wouldn't you be attracted by claims of 3p(5c) per litre from your local supermarket? This was a claim by a television program in England. Repeated e-mails & phone calls have failed to elicit a response on where the vegetable oil at this price could be obtained. But no matter, my interest was aroused. But what has stood up are the facts that -

A) bio-diesel is a sustainable fuel source. As long as inexpensive vegetables can be grown this should continue to be the case.

B) It burns cleaner with less emissions than traditional diesel (also smells better/cleaner on burning) but this may be a personal opinion.

C) It can be markedly cheaper than traditional diesel.

D) Does no measurable damage to normal diesel engines (little long term research has been found on turbo-diesels). Tests of vehicles up to 100,000km have been conducted without problems being observed.

So what are its' drawbacks?

First and foremost, its not readily available, much like autogas (propane) [in the UK], suppliers are not exactly killing themselves to sell this product to us. Small distributors are available.

Secondly, vegetable oils have a greater viscosity than petroleum derived diesel, at less than 15C flow can be a problem (solved by a simple heat exchanger).

Finally taxation - fuel oils around the non-oil producing world would be fairly level, however governments see easy pickings at the fuel pumps (especially UK 76p/litre with 60+p in government duties). Citizens are apparently duty bound to

report and pay duty on fuel use in motor vehicles, ask any friendly government official how you can pay (if you choose to use bio-diesel in a vehicle).

Types of Bio-Diesel

There are basically two types of bio-diesel, SVO (Straight Vegetable Oil) which is a refined product from an indigenous, inexpensive vegetable (ie rapeseed). This generally is no cheaper than regular diesel but is eco-friendly as a renewable and cleaner burning fuel. The second, WVO (Waste Vegetable Oil) is a reclaimed used vegetable oil, this is the type that holds most promise in my opinion. In the US (can Europe be far behind?) waste vegetable oil is termed a "hazardous waste product" and needs to be disposed of in a manner deemed appropriate by bureaucrats de jour. This costs creators of "waste vegetable oil" money. Recycling, although given short shrift, is an "approved" disposal method. An enterprising individual could get all the free "waste vegetable oil" they'd ever need. A truly enterprising individual might even negotiate a fee for themselves for removing said WVO. Taken a step further, become a re-seller after due filtering of course.

Can bio-fuels be used in any normal diesel engine?

Nearly all compression ignition engines will burn BIO-DIESEL without any modification. Rubber parts in the fuel delivery system can dissolve (replace them!). Bio-diesel can also remove the protective coatings used in fuel tanks which then block fuel filters. These caveats only apply if viscosity thinning agents have been added!

All diesel engines will burn WVO without any modification, but the fuel runs especially well in larger engines, indirect injection engines, and engines with turbos.

Can I mix bio-fuels with ordinary mineral diesel?

YES, the two types of fuel are absolutely inter-mixable, and can be burned together.

Some benefits of bio-diesel...

Organic fuels are renewable. Unlike fuels derived from finite fossil reserves, vegetable and animal fats can be re-created quickly and potentially indefinitely.

Organic fuels do not have to be imported. Each nation has the potential to grow their own fuel materials from oil producing plants, algae, and other specialist plants.

Organic fuels are at least carbon neutral.

Burning fuels derived from recently growing materials does not release into the atmosphere carbon that has otherwise been locked below the earth's surface for millions of years.



Hints and Tips

Dave Peak

The results of Carbon Cycle audits carried out by the French suggest that the use of renewable organic fuels can in fact reverse the effect of Global Warming.

Organic fuels are cleaner burning. They do not cause toxic exhaust emissions of heavy metals and other noxious chemicals.

Organic fuels are bio-degradable. The carboxylic link which is characteristic of organically derived chemicals means that enzymes quickly break down any split fuel molecules.

Organic fuels are safe and stable. They do not present a risk of explosion or fire when stored in normal steel tanks, do not emit toxic fumes and cannot be ignited by a naked flame.

Engines running on organic fuels are quieter.

They do not have a hard clicking noise, but more of a grunt.

Engines running on organic fuel last longer.

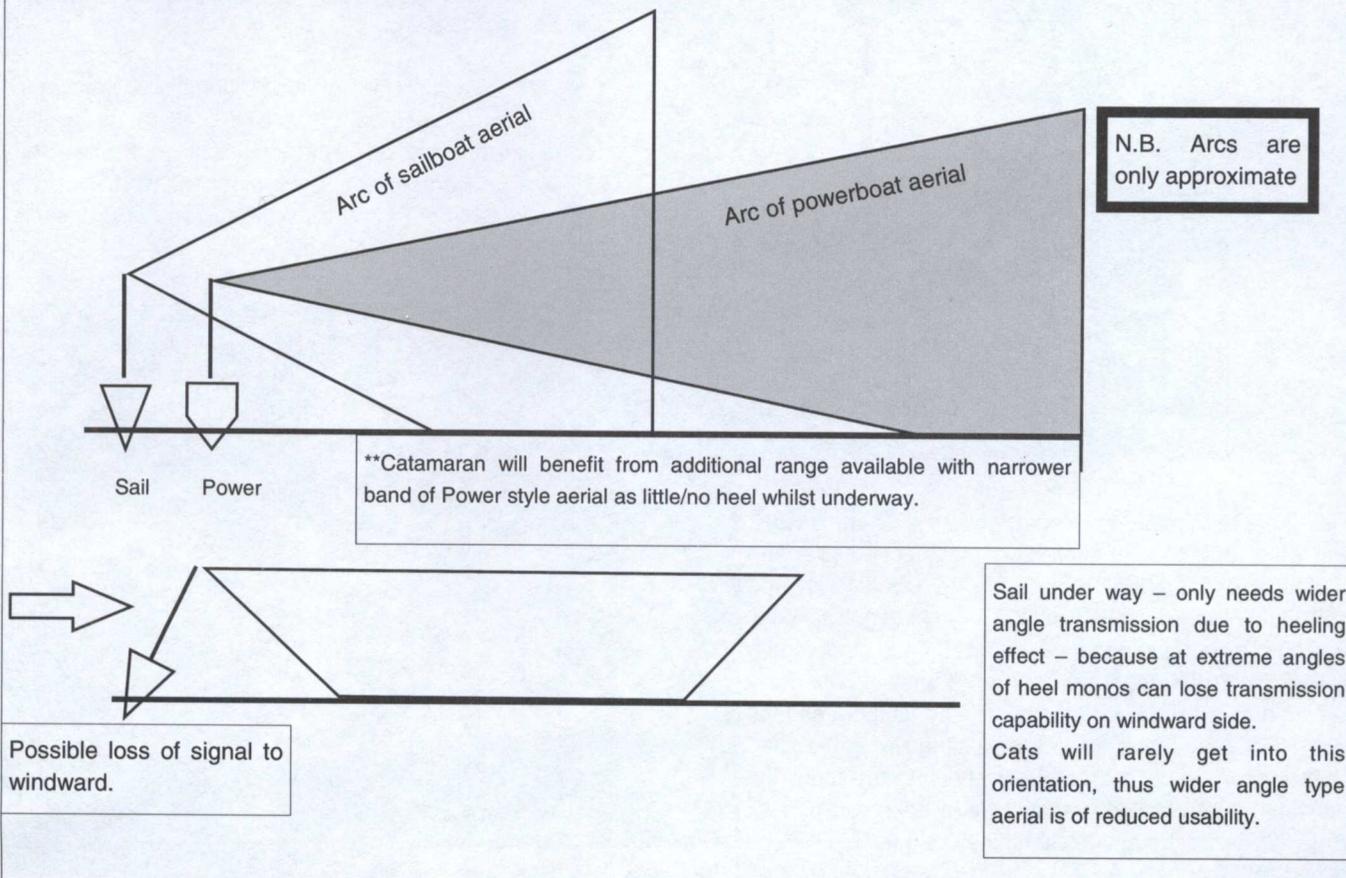
Organic fuels provide much better upper cylinder lubrication, and run more smoothly and quietly.

Exhaust odour is better. The exhaust smell from burning organic fuel is not acrid, but sweet and usually much more pleasing.

Want to create your own bio diesel ? Information can be mailed to you from the PCA Office upon request.

Optimal VHF Radio performance with appropriate aerial

When purchasing a VHF aerial for your cat, make sure that you specify a motor boat aerial and not one for a sailboat. Why? Sailboat VHF aerials are designed to work over a greater transmission/receiving arc due to sailboats (monos) sailing at a heeled angle (30° or more). Motor boats having a similar stance to cats, less than 5° of heel, have aerials designed with a narrower transmission/reception arc. Given comparable powered radios, the narrower the arc, the greater the possible transmission distance. What you don't need is a particularly long motor boat aerial, they're only long because of a lack of a mast. VHF being a line of sight system (taller is better).



Poole Area Comings and Goings Ken Hook

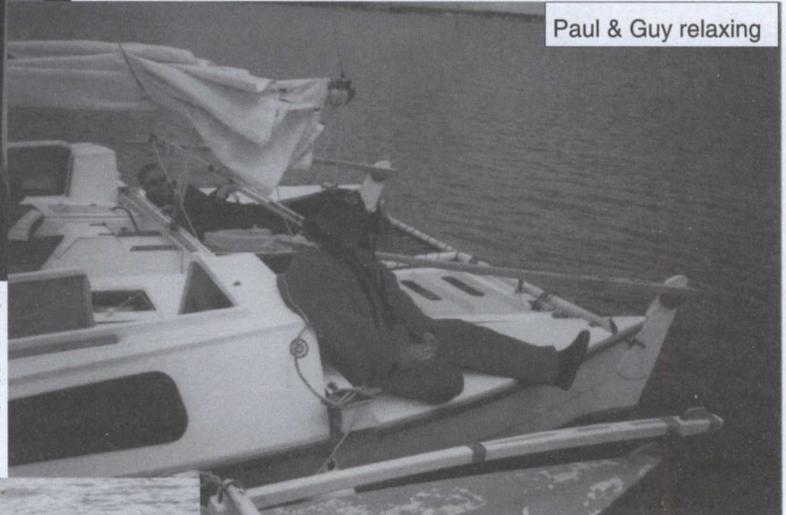
Ken reports on a variety of activities in the Poole area over the spring and summer months. We kicked off the season with a social

June 19 New member Eric Miles needed to take his Tiki21 "Sea Spray" away for a full re-fit. The photo shows Eric and son after an exhausting few hours. I could just about hold the camera up.

July 4-5 Phil Bennie and girlfriend, Sylvia, visited from Costa Rica. Phil bought lots of bits for his Hitia17 as chandlery is scarce and expensive in Costa Rica. They stayed in a B&B and had two days on Kentiki. Dominic Hypher joined us for one day and we linked up with Paul Barnett, "Madgic" and

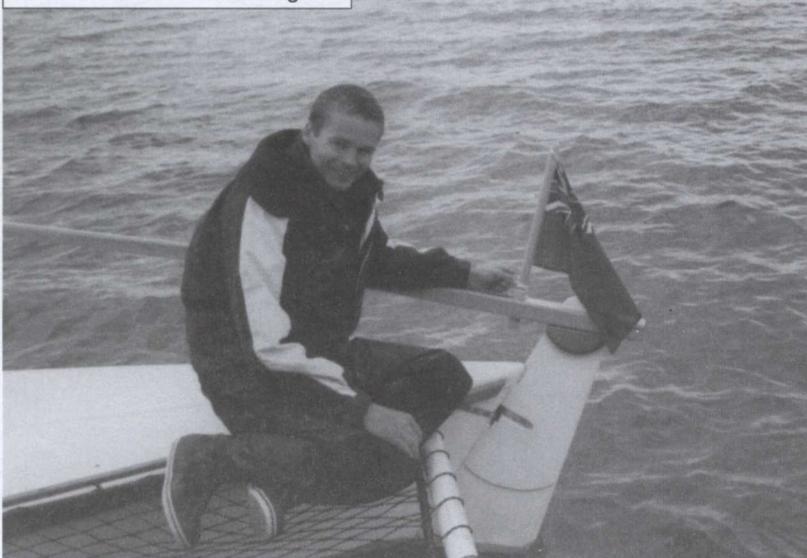


meet April 5th at North Haven Yacht Club. Attended by Ken & Anita, Paul Barnett, Dave Peak, Alex & Angeline Crook, Dominic Hypher, Robert Hill. A very pleasant evening, yarning and making hopeful plans for the season and a lovely buffet laid on by Ken & Anita.



Paul & Guy relaxing

Paul aboard his T26 "Madgic"



his crew for the day, Nigel Dyer. Nigel was having his first sail on a Tiki26 and has since bought "Eumundi", renamed her "2 Amigos" and brought her to Poole.

July 6 Studland Bay. John Thornhill & grandson, William paddled up to Kentiki in their canoe, after a discussion we all went for a sail on Kentiki and visited Ben-Tiki on her mooring. William was delighted as he never had a sail on his grandad's Tiki21. Another virgin satisfied.

May 23, 24,25 Intended to be a trip to the Channel Isles, we were put off by conflicting weather reports and stayed in and around Poole Harbour. Dominic Hypher and Guy Willing joined "Kentiki" and "Madgic" as crew and had their first experiences of sailing and sleeping on a Tiki21 & Tiki26. In the photo Paul is showing his really simple method for flying an ensign. The flagpole has flat sides at the base and fits in the existing slot in the tiller. Guy is seen relaxing on Madgic after having spent the previous night on Kentiki. Can't have been too bad as Guy has since bought "Sunshine", a grp Tiki21 with raised cabin tops.

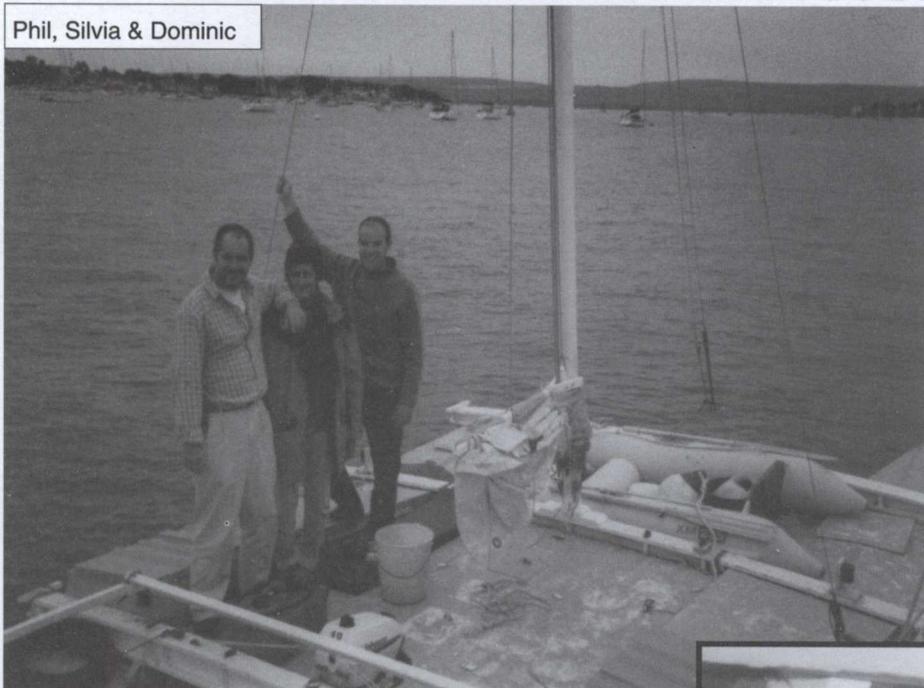


Eric, son & T21 "Sea Spray"



Poole Area Comings and Goings Ken Hook

Phil, Silvia & Dominic



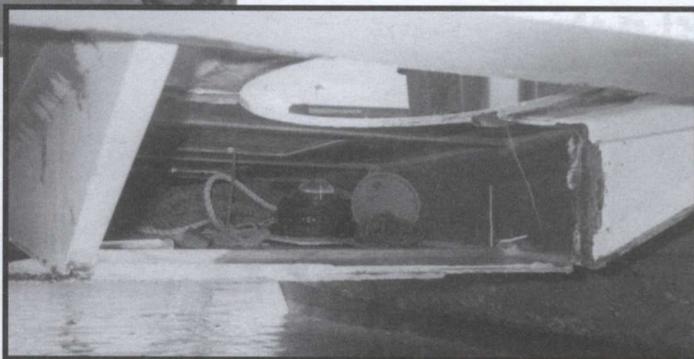
Full report in next mag for the following:-

Aug 8-24 Gavin Lacey & family on "Mango Elephant" visit Poole, France, Channel Isles & Poole again from their homebase in Lowestoft

Aug 17-18 "2 Amigos" delivery from Plymouth to Poole. New owner, Nigel Dyer and crew, Paul Barnett & Ken Hook

Aug 22-25 Poole Summer meet. Kentiki, Madgic, South Seas, Mango Elephant, Hum Along & 2 Amigos all involved over weekend. Helen, Amy & Joe Cartwright made good use of Kentiki for 4 days.

Aug 1 Well, I was supposed to be getting to meet up with Dave Yettram and "Scat" at Gorey in Jersey. Unfortunately, whilst using up a bit of spare epoxy I looked closely at Kentiki's transom & discovered it was a bit rotten. So out it came and a new one was made and installed over the next six days. Apologies to Dave for again not managing the trip across to the Channel Isles and apologies to those in France who were hoping for a PCA event there. **Watch out for PCA Social in Paris on December 13th.**



Kens lack of transom meant postponement of his French foray.

Nigel & Paul under way

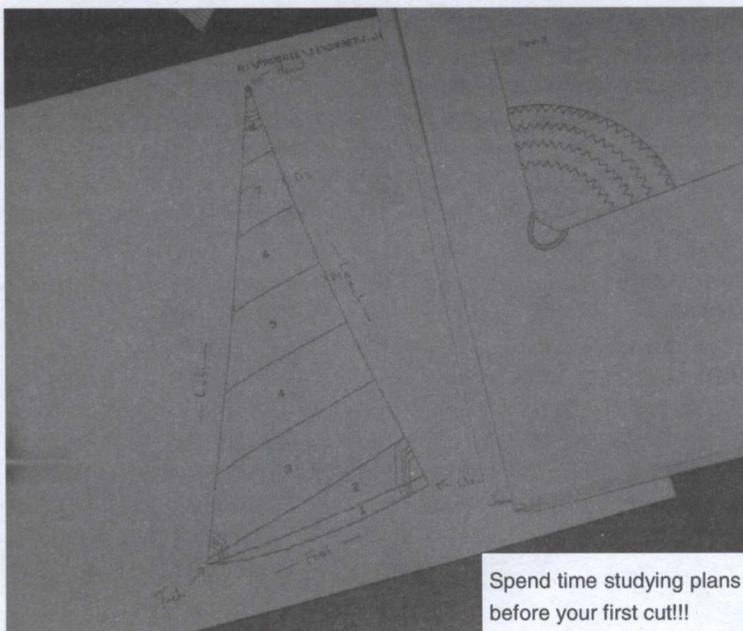


To sew or not to sew Steve Tellardin

Amateur Sailmaking

To some, sail making is an art; to others it is a science. I believe it is a combination of both. For years I held sail makers as wizards who used magic to concoct a mysterious piece of material into a working shape that moves a boat through water.

I started reading books and articles about sails and sail making, where I obtained the silly notion that "I could do it too".



Spend time studying plans before your first cut!!!

There are some choices that must be realized before one should undertake self built sails.

First, you should know what you want. The most basic consideration would be racing or cruising. As I am a cruiser, I am only concerned with cruising sails.

Designing the sail requires knowing your boat, or at least knowing about other boats similar to the one you now have, or are building. Your sail maker or kit provider should be aware of any special considerations unique to your boat.

Construction skills are not hard, but the techniques used must be learned, and you must have at least some basic equipment.

Cost will affect any project. This is one of the reasons I have downsized in recent years. There is a big difference between a 45' Classic design and a 17' day sailer. Ten years ago, the sail kits for the Classic cost me about \$3,000.00. I just bought a sail kit for my Hitia 17, and the total cost was \$640.00.

I learned the hard way by buying and then making the sail kits. Although the instructions were great, there was still

some head-scratching going on. Although I did make three sails for my Classic cutter, it taxed my patience, pride, health care and equipment. Yes, health care and pride do go together when you sew a finger to your sail. It would have helped if they were tanbark and not white.

Let me expand on the four components of making your own sail..

Lets start with the decision to build a cruising sail. A cruising sail should be well behaved, stand up to some abuse, and be sturdy enough to hold up for a long time. Cruising sails are usually made of a softer cloth, which is both, easier to furl, fold or stuff into a sail bag and is more tolerant to abuse from being exposed to higher than designed for wind ranges.

Designing the sail, for the purposes of this article means being able to tell your kit provider everything they need to know. How stable is your boat. If it's a catamaran, it's very stable, especially if it's designed by JWD. This means a greater weight of cloth than for a less stable boat.

What will be the normal displacement of the boat in its sailing trim? A heavy boat, or one that has a lot of stuff to haul around will need more draft (shape) than one of a lighter displacement. Go a little bit heavier weight of cloth if your boat is overweight, or go to a lighter weight if built to design and equipped for coastal or weekend cruising only.

Also remember that a heavy sail will have more draft, which will increase its angle of attack, which could mean it will not have the ability to point as close as a flatter sail or one designed for a lighter boat. I'm not thinking of racing performance, but cruising performance to windward that means progress to your destination.

Then there's the matter of where to place the point of maximum draft, fore or aft, in the sail. Fast, flat cut sails will have



2.27.2003



To sew or not to sew **Steve Tellardin**

the maximum draft about 40% aft of the luff of the sail. Slower, more powerful sails will have the draft closer to the luff.

Speaking generally of JWD catamarans, I believe a good rule would be classic cruiser, and newer cruiser Tiki's will need heavier, and more powerfully cut sails than the Costal Trek and trailer/sailor Tiki's.

The jib sail for my Hitia is made with 4.9oz Dacron cloth, manufactured with a stiffer finished and referred to as a "high modulus" cloth. This means it is at that mid point between a pure cruising sail and a racing sail. It is designed with an average amount of draft, enough to power the boat

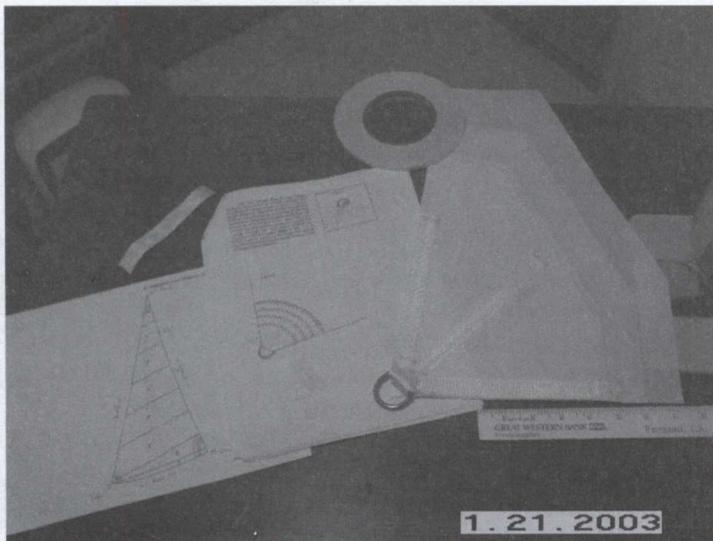
lines were the broad seaming and luff round curves that would give the sail its shape. The new sail for my Hitia arrived already cut (by laser), including patches, which made the whole project go much faster.

A sewing palm is needed to do all the hand finish work on the corners of the sail. It makes it possible to force a large hand needle through multiple layers of sailcloth and leather. And how could I ever forget having that special moment with the clew reinforcement, where I gave a mighty shove, and the needle finally went through all the patches and leather at the clew, and it kept on going right into my leg. Yes, health care is important for boat builders and sail makers.

And then there is finance to consider. You can save a lot of money by doing it yourself. Personally, I enjoy sail making. It lets me built my boats engine, and by building it I can invest the savings in quality materials.

The best materials are going to cost more as they are more stable (wind and sun) than brand "X". Now brand X can be a bargain, and it will last enough to make you forget what you paid for it. If the sail maker did a fair job, it should make your boat go just fine, and you would be happy. Until some guy came around with the same boat and was a bit quicker and could point higher, especially in higher winds because the lesser sail stretched, causing the sail to be full when it needs to be flat for those stronger winds. True performance does not come cheap. But if you have taken the time, and put in the effort to produce a really fine example of a JWD catamaran, it would be a crime to put less than the best sails on her. The sails are the engines, and properly powered, your catamaran should point well, tack without problems 99% of the time, and really go off the wind.

I began construction of the jib by studying the plans/instructions for a few days until I understood the construction process. A good tip in the instructions is to construct the

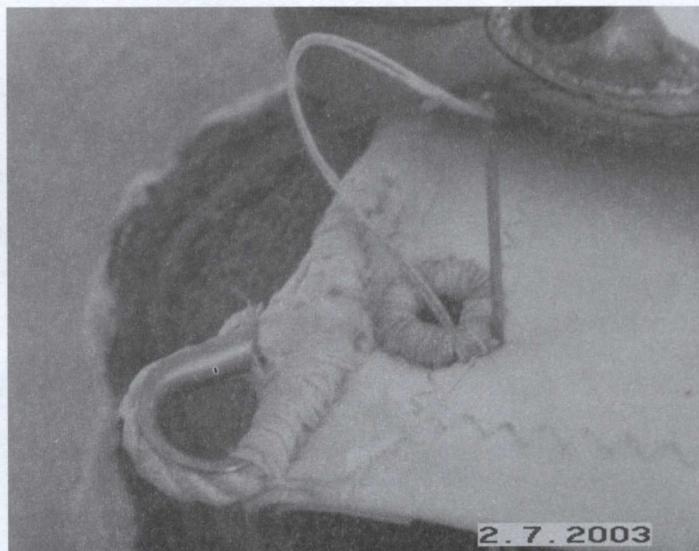


and flat enough to point high. It has no reef points. It does have some leech hollow and a leech line. The three corners are reinforced with patches, and the luff is reinforced with a pre-stretched line.

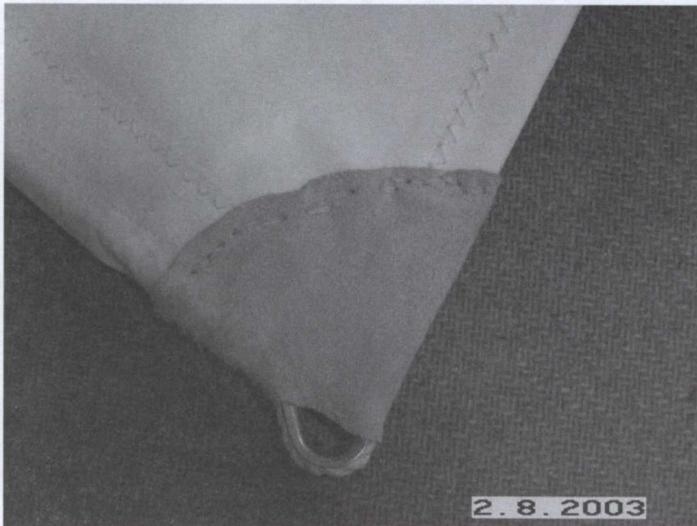
The skills needed to sew a sail are easily learned, not unlike the skills learned to build a boat, fiberglass, splice rope, or trim sails, etc. I am confident to report that if you have the sprit to build a boat, you can build your own sails. But you will need some special tools.

A sewing machine is a must. Mine is a Wards Signature, about thirty years old, and was designed for homemakers to sew clothes. It works all right, but the smoother the cloth finish; the harder it is for the presser foot to feed evenly. Anyway, it built my classic 9oz. sails ten years ago, and has sewn sail bags, acrylic canvas covers, and recently my new Hitia jib.

A hot knife is handy, but you could use a wood burning tool or soldering iron. My classic sails needed to be cut when I got them. That is, the panel was drawn on the roll of cloth, and you had to cut each panel out, closely following the lines provided. Those sails were designed by computer, and the



To sew or not to sew Steve Tellardin



furler is easy and convenient, but I've sailed on other boats with them, and when reefed, they produce a large roll, which means lots of windage right where you don't want it, and the sail shape is horrible. I install down-hauls instead, and in a larger boat I would have reef points in the jib.

My sail designer/supplier is Sailrite in the U.S. There on the web at www.sailrite.com <<http://www.sailrite.com>>.

Next: Building a Tiki mainsail.

three corner patches, then attach them to the sail. I only put enough sail panels together to attach the completed patch assemblies. The idea is to keep the sail in sections, as it is easier to put together working on several small sections rather than the whole sail. When all the detail work and reinforcing is completed the sail must be put together.

As seam lines are printed on my panels, a lot of work is eliminated. Using the provided two-sided tape, the panel was stuck together, and is strong enough to handle the sewing.

All seams have two rows of zigzag stitching. After the basic sail is completed, the leach tape and leach line is installed. Then the foot tape, and last the luff tape and 3 strand poly rope reinforcement is installed.

Brass rings are sewn in next to the luff at the head and tack. (pic jib tack reinforcing) Using sail makers' twine and a large hand-sewing needle, multiple passes are made until the ring is hidden in the twine. Then multiple passes through the tack/head eyes complete the reinforcing. The final step (pic finished with the leather patch) is to place leather over the eyes and sew it down.

Hardware is the last thing to install. Since I refuse to have a roller/furler on any boat of mine, the only choice is to install hanks. Mine are bronze and easily bent to the sail. I know that a roller



Tiki 26 Cockpit Mods Frank Sarnighausen

REASONS: deduced from my own boat ZIP:

- 1 - no closed storage space available in cockpit. Such would be very welcome for storing oars, spi pole, boat hook, mooring lines, gas bottles, batteries, tools, winch handle and other items.
- 2 - cool beverages stored in cockpit in a thermopack that gets thrown around is not satisfactory.
- 3 - found no good space for compass
- 4 - sheeting basis for jib very desirable
- 5 - cockpit too big and heavy. I assemble boat by myself and cannot lift cockpit tray alone, neither into space on boat nor onto trailered boat or van roof. Adapted trailer for loading all other components without problems, including hulls.
- 6 - original position of OB, behind beam, not satisfactory. I had to face towards the rear, blocked steering bar etc. Position at end of cockpit tray not desirable, as I have a bad knee and prefer space for sticking legs out. Besides, use of engine is so rare that it shouldn't be taking up valuable space. Also, hot engine close to bare feet and helmsman in general, not welcome. Fuel hose hanging about, tank sliding around in cockpit. No space for spare tank either.

SOLUTIONS :

1 - Made two lateral boxes, running whole length between beams, with lids. Shorter lid forward, longer lid in rear. Reason is that eventual pod would be reaching down into space between lids. Also, single lid would be too long. Interior volumes are divided but eventual hole should be made for longer parts in dividing wall.

2 - Cockpit tray divided into 3 parts that rest on beams, fore and aft, and on protruding flange of lateral boxes. One person can assemble this way :

- Position side boxes, front resting on mast beam already in final position, rear resting on empty barrel or other support, close to definite position.

- Lift box ends standing behind rear beam, first one, push beam into position with chest on one side, than lift other box same way, finish positioning beam.

- Take rear and front

cockpit trays up onto cockpit, hang into beams and rest on flanges of side boxes. Fit one bolt per side and per tray into hole to the lateral box.

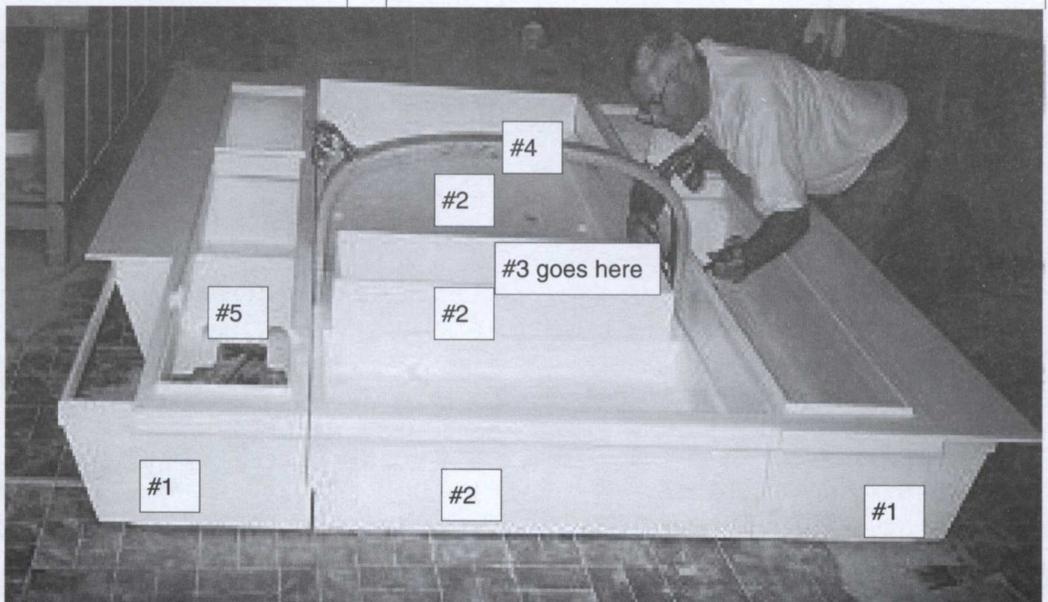
- From top, lower transverse box into middle space until resting on flange. Also fit 2 bolts to lateral boxes.

3 - Lid of transverse box will hold compass, has recesses for resting beverage cans or cups, plus 2 trays for smaller items. Interior volume can hold ice for cooling beverages (consider 2 or 3 liters per person during one hot afternoon). Holes in bottom for draining water.

4 - On top of transverse box , a laminated arch was fitted, for holding jib sheet controls and cleats, eventually spinnaker cleat or winch. Provides a handhold and protects compass and cups from ropes or careless feet.

5 - Rear bottom of lateral port box was cut out and space for 6 HP OB was provided. I made a special bracket that allows motor to be lifted "the wrong way", meaning with the shaft forward and the prop facing down. The lever is located between lateral box and port hull and has "stops" for end positions. That bracket, made of stainless steel, is unnecessarily heavy (about 5 kg) but the material was for free, at the junkyard of a friend's foundry. OB has remote controls in cockpit, lid has to be opened only for starting. Motor much more silent, heat and stink removed, tank space in front of dividing board, well ventilated and with drains.

6 - 6 bolts required for assembling cockpit, plus 4 for laminated arch. Some thinking could show easier methods , using some "hooked-in" solutions. Also, tying with rope would be logical and typical.



Hints and Tips Solar Food Drier

Building a solar food drier is a quick, relatively easy process. The drier consists of a) a number of drying trays - 4 to 6 will serve most boats and b) a drying cover.

The trays

As the trays will be in hot humid environment you have the choice of using quality materials that will last or the fact that you'll be building replacement trays on a regular basis.

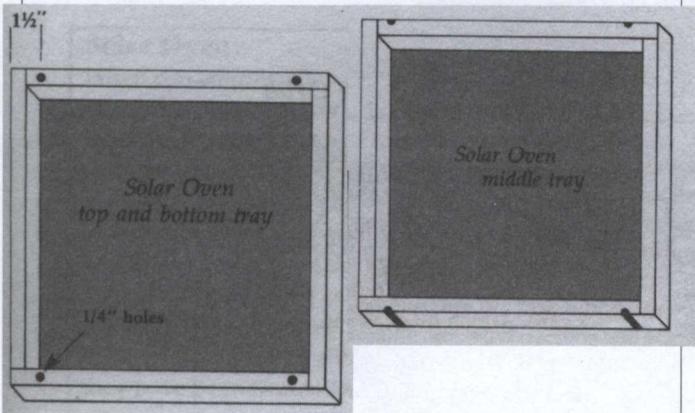
For each tray, you'll need 4 pieces of hardwood .75" x .75" x 17.25" and an 18" x 18" fibreglass mosquito screen.

Build a square frame using glue and staples, smooth off all outside sharp edges.

Select top and bottom frames and drill a .25" hole 1.5" in from one corner (centrally in the width of the frame), drill another along the same arm of frame at 1.5" from other corner. Repeat along opposite limb of frame.

Drill similar holes in the middle frames BUT drill these holes at the very edges of the frames, i.e. centre of drilling to be 1/16" in from edge - this will facilitate removing middle trays.

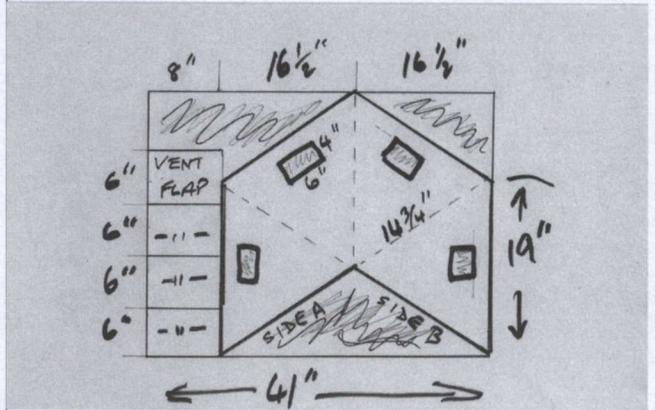
Staple mosquito screening to frame.



5" in from the edge. Sew a 6" x 6" clear plastic window over this opening

Glue (contact cement) the seam overlap to it's opposite edge and sew.

Cover - Roof



Cut out the 4" x 6" roof vents, glue and sew 6" x 8" mosquito screens (on inside of roof) over vents.

Glue and sew Velcro strips to 3 sides of roof vent flaps.

Glue and sew Velcro matching strips to bottom and sides of each vent (on outside of roof) after marking using roof vent flaps as templates.

Turn roof inside out and glue and sew side A to side B leaving a **small (0.75-1") aperture** at the crown.

Using top 1" of walls as seam overlap glue and sew walls to inside of roof.

Assemble trays

Using 4 lengths (6') of 3/16" nylon line, tie a good stopper knot close to end of each length.

Pass all lines through bottom trays drilled holes.

Along each line tie another stopper knot, 9" will give you 6 trays within the 4' height of the drier.

IT'S IMPORTANT THAT THESE STOPPER KNOTS ARE EQUIDISTANT ALONG THE LINE SO THAT TRAYS ARE LEVEL. I used a piece of .75" thin wall PVC tubing cut along it's length, use this as a spacer and you can get really accurate distances along the line and then slip it off line when knot is cinched up.

Repeat for all intermediate trays, the trays don't have to be placed on the line at this moment.

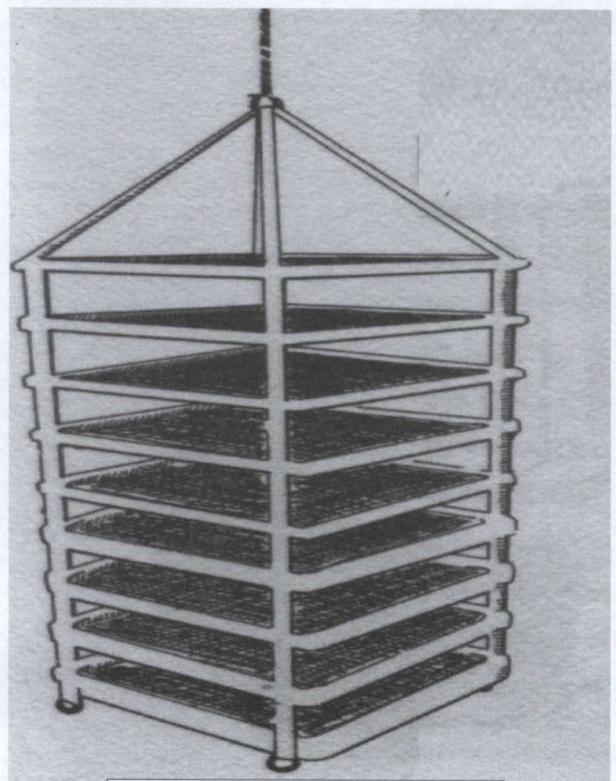
After the 6th stopper knot, thread line through holes in top tray.

Middle trays can be snapped into (and out of) position above. Glue velcro to all sides of bottom tray.

The Cover

Mark a 41" x 72.75" piece of **black** Acrylon cloth every 18" along the 72.75" sides. This will give you 4 18" side walls with a .75" seam allowance. Fold - DO NOT CUT.

Centrally along one of these walls, cut out a 4" x 4" square



Assembled drying trays



Hints and Tips

Vent Pipe Ventilators

A friend of mine recently admired my "vent pipe" ventilators. I was surprised he had not thought of it himself,, especially as, like myself, he boats on a budget and it has therefore occurred to me that perhaps it is worth writing up about so here goes.

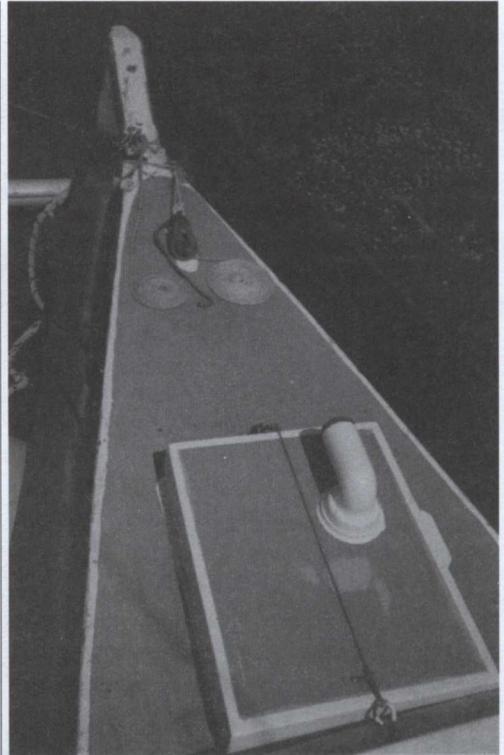
Builders merchants sell sewer pipes in a variety of shapes & sizes. A right angle bond suitably prepared can look quite smart and will do the job. I just bolted mine down onto a generous pad of Sikaflex with a flytrap of plastic gauze, (ladies stocking would do if that is easier to come by)!!?

Of course they will not turn but if you set them into the end hatch covers pointing to bow - stern you are bound to get some exchanges of air unless there is a flat calm.

Mine cost £5.35 each about two years ago.

Pete Green

The beauty of Pete's vents is that at almost any construction or reconstruction site there's numerous short pieces of suitable PVC piping available. In a similar vein non-rotating mushroom vents (for attics) can be obtained from builder/DIY stores for less than £10. Only seen them in yukky brown colour - but I know I have some spare paint around here somewhere.....



Solar Food Drier

Final assembly

Whip all 4 lines together approx 1' above top tray for about a 3" length. The whipped line will pass snugly through the roof **aperture** as described above. Leave 6" of all 4 lines above the whipped section. Test fit the cover over the tray assembly. Finish sewing the crown so that the aperture is as snug as possible.

Glue and sew mating velcro strips around bottom of walls to match with velcro on bottom tray...to make dryer bug-free.

Drying Your Food

The dryer, designed for sunny climes, can generate heat in excess of 140°F. This is too hot for drying food, as vitamins, enzymes and food values are lost above 120°F. Inside temperature can be monitored through the clear plastic window in the wall. Temperature can be reduced by opening more of the roof vents. One or two vents should be open for good air flow. If temperature of 100°F cannot be achieved, restrict airflow by partially covering bottom tray.

Acrylon is readily sewable on household sewing machines.

Next issue – Abracadabra!! - drier becomes solar oven!

HINTS from PEACE IV (Tiki 46)

DECK SLATS

As to the discussion re deck slats, ours are fir which we epoxy coated and this stands up to heavy wear and DOES NOT ABSORB WATER. To protect the epoxy from the sun, I painted it with Cetol which is like a hard wearing stain/varnish. I put some non skid grit into the Cetol so we find the decks safe underfoot. It looks good and was easy to do.

FLOORBOARDS

Drilling finger holes in lifting floor boards allows dirt and dust below. Buying clever folding handles looks good but costs plenty. But you can easily drill two tiny holes about 4 inches apart where you want the handle and thread a few inches of strong string through so the ends are underneath. Tie to these ends a weight of some kind (fishing weight?) and you are done. You can still easily lift the string on the top side to open up, dirt stays out, and the weight holds the top part of the string flat against the floor board so you won't trip over it.

We use this on PEACE IV and when I put Cetol stain varnish on the floor, I just brushed over the string too, so it hardly shows. We used string made of braided nylon.

Love, Ann and Nev



Boats in Progress

Sutthiam Chin

Tiki46

July '03

Tiki46 plan no:7 is being built here in Malaysia with hardly any building or sailing experience but must be the love for the sea and boats. Today, it been 2 years and 2 months - working full time with the help of 1 worker and sometime my wife. The boat is taking shape beautifully.

The port hull, 2 wooden mast, 2 gaffs, 5 crossbeams have already been completed so far. The starboard hull should be completed by next month; just have to fit the deck.

Sometimes, looking at what I already done, it's doesn't seem at all possible 3 years ago when I bought the plans. A friend of mine who is the one that got me into the "Wharram Design" and promise to help me build didn't materialize at all. Now that's all history. Hope to launch end of this year.

Looking back, I must say that by building the 46 inches model design, scale down from 46 feet building plan, it really give me a real understanding of the original plan and the confidence to build the real thing today. It took me 3 to 4 month to build the model and understand the original plan.

Enclosed are a few photos, I hope may interest you and other PCA members who are building. At this time, with limited experience, I can't give too much useful tip on building, except that if you do encounter building problem - take a break - be patient - come back tomorrow and problem is not there.



A complete 46" (1:12) scaled down model of the Tiki46. It took 3 to 4 months to build. Great way to understand the building plan and gain the confidence to build the real thing!

I will let you guys know when the boat is launched.
Happy building, Sutthiam (builder)

Sutthiam,
Herb "Dynamite" Payson, builder of untold numbers of Phil Bolgers designs, advocates building a scale model, even if your project is a modest 12-15' boat. Your choice of scale is also to be commended, any smaller and details can be lost! Dave



The port hull is being built first as the rented shop lot is not big enough and also the ceiling is too low, so the upper hull has to be fitted outside the shop.



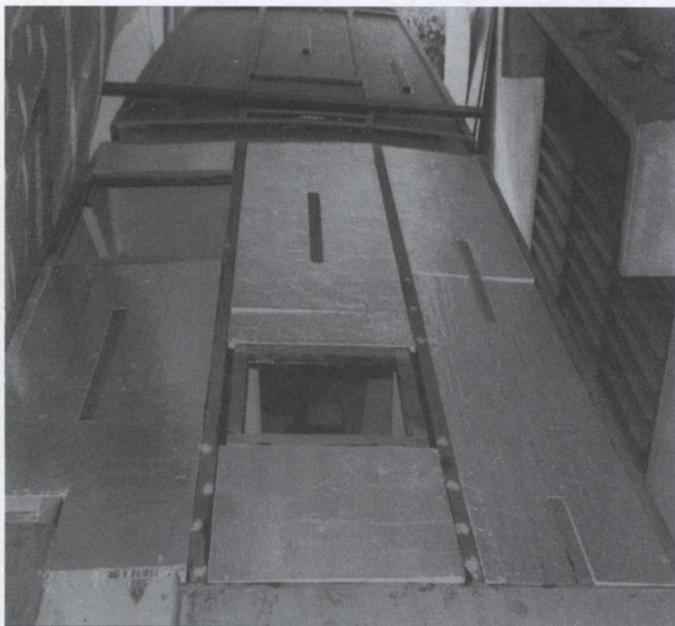
Boats in Progress

Sutthiam Chin Tiki46

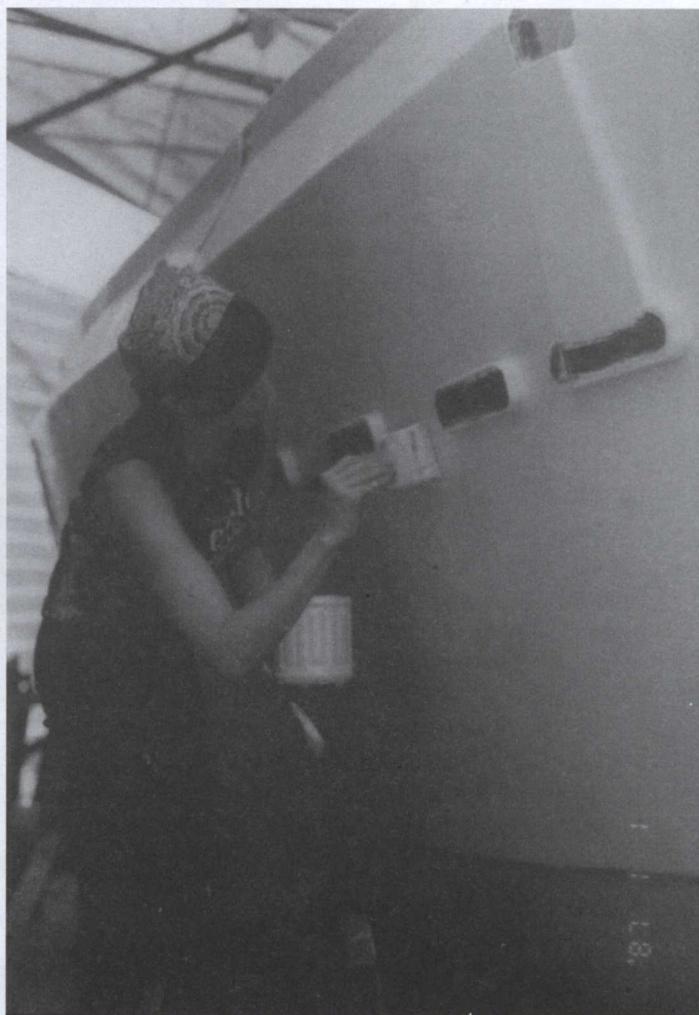


We managed to turn the lower port hull over with 4 person using a chain block in the middle to lift the hull - bow first and aft later. With a webbing belt around bulkhead 3 and 8, we secure the boat in mid-air. As we release the rope on one side little by little, the hull start to turn along by itself. Gain by the experience, we turn the other hull with only my friend and me. No sweat! We had a few old tyres on the floor - just in case.

Upper hull had to be moved outside 'cos of the low ceiling. Plastic sheet is use as ceiling which make it hot in the afternoon. Epoxy started to cure as you look at it - after mixing. We had to change plastic sheet every 3 month or so 'cos of the hot sun which destroys the plastic in no time.



The starboard deck looks almost ready. We used styrofoam epoxy in with aluminum foil - upper and lower too. The next day we will apply filler on the top and glue top panels in. I found this method have good insulation especially with the hot weather here.



Wife applying an undercoat paint to the port hull

It's worth pointing out that styrofoam is not a closed cell foam i.e. it will absorb water if not completely encapsulated in epoxy. Urethane foam is a better although more expensive foam. (NB the styrene in polyester resin will actually dissolve styrofoam). If you're using this method of installing insulation check a sample first! Dave

NEWS FROM SEA PEOPLE

Netherlands Pahi42

Last June my mast finally went vertical after laying horizontal on my Captain Cook for three years. I have been laying at Lelystad-Haven (Harbour) for the last 2.5 years then finally the time arrived for the big event.

One of the other cats in the harbour moved behind me and winched my mast up without any problems via his mast.

Most of the living aboard people helped me by holding and securing the rigging, and when the mast was secured the next-door neighbour came over with two bottles of Champagne and glasses.

A few weeks after this the sails whom Jeckells made for me were fitted and the "Sundowner" was taken for her first trial run.

There was not much wind but sufficed to move us at speeds up to 4 knots at times. We were surprised how sharp on the wind she pointed and were very pleased the way she performed.

Last winter I spend six months in New Zealand and there met Frances who at the moment has been aboard for the last 5-6 weeks. She is very adventurous, but has never been sailing till now, so didn't know whether she would like it.

We now have been sailing twice and she loved it as much as I did. Last Sunday Dave Peak organised a send-off here and two more members arrived and I took them for a sail for a few hours.

They arrived with lots of liquid refreshments and munchies which we enjoyed on the way.

Since Frances arrived we have cleaned the boat, sorted things out and thrown lots of things away that I kept for years thinking they may come-in handy.

The hulls have raised out of the water quite a bit after that! Now I'm fitting instruments and doing maintenance and hope to be able to start on the big trip soon.

I plan to sail around here for a few days, then to Zealand and spend some time there. Then want to sail to England, pickup my storm jib at Jeckells, visit Wharram and Scott Brown and perhaps some more friends on the way.

After all this I would like to sail to Ireland and Scotland perhaps and then to the Mediterranean.

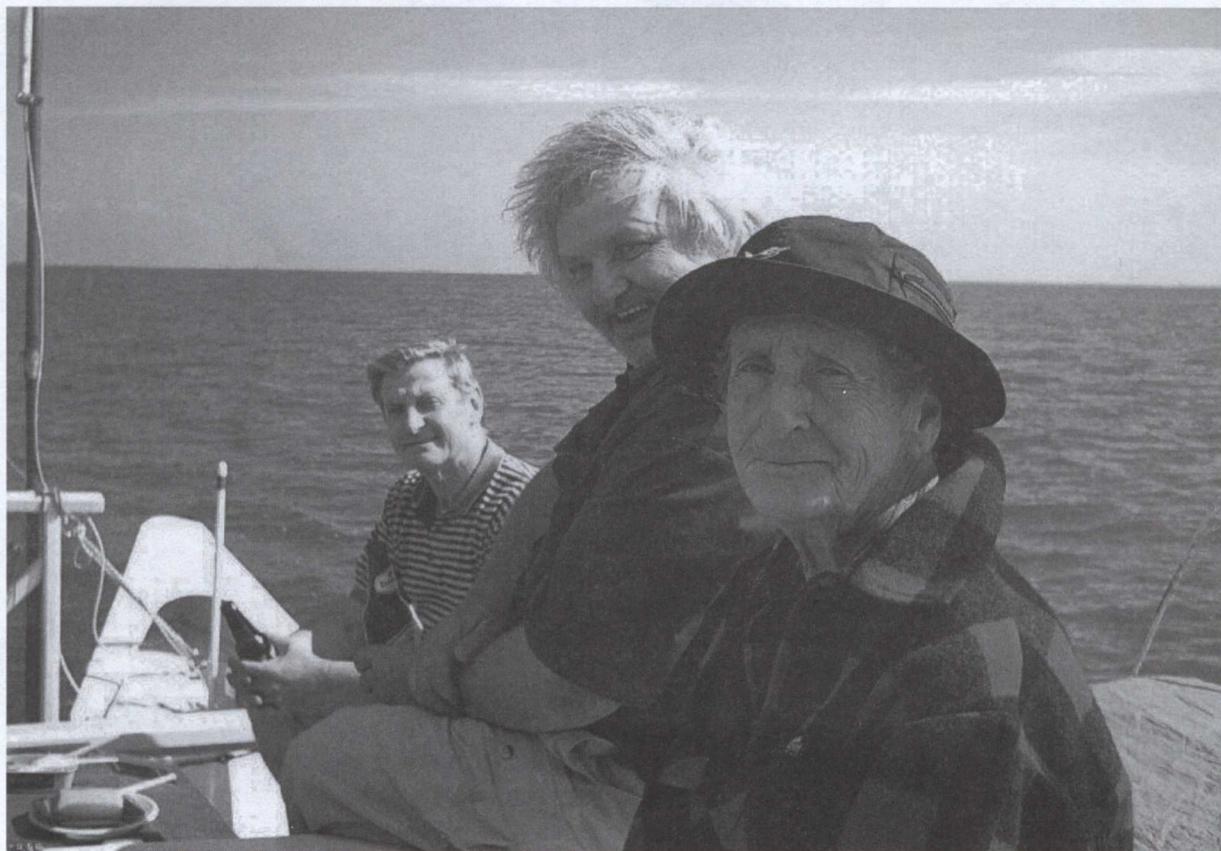
My dream for years is to sail my boat to New Zealand but don't have a crew for this as yet.

If I do sail to New Zealand I need to leave Gibraltar in December and if this doesn't happen I like to sail around the Mediterranean

At this stage I do not know if Frances is going to sail to New Zealand with me. She has not yet experienced real sailing so we will see what she thinks of it then. She needs to fly back home in August but could return to the boat before I start the big trip.

Good building and Sailing,

Gerard Janssen



Left to right – Chris Brammer, Dave Peak and Gerard's lady, Frances



NEWS FROM SEA PEOPLE

Dutch Mini-meet IJsselmeer

When Gerard mentioned he was planning to leave Lelystad at the end of the month, I invited a number of Dutch and Belgium members to try to visit. With only a few days before the end of the month, I was restricted to e-mailing.

In the end this mini-meet consisted of Chris Brammer (T31 see #48), Geoff Cann, Gerard, Frances and myself.

The day began with Geoff & I going to see Chris's T31 (getting close to completion). Chris is doing a beautiful job with her.

Back at the Haven, Gerard was anxious to get underway. Away from the dock we had the main up before exiting the marina proper. The jib followed after leaving the entrance and "Sundowner"s diesel outboard was shut down.

The wind was pretty light and we "ghosted" along doing 2-4 knots and decided that lunch was in order. The sun was peeking out from the clouds and a pleasant afternoon sail for a few hours was enjoyed.

With the far side of the IJsselmeer (former Zuiderzee) clearing out the the haze and lunch well finished we bore round to head back towards Lelystad. As Lelystad came closer into focus the wind freshened and we picked up another knot or so. Closing on Lelystad, the harbour entrance was not particularly easy to pick out but jiggling along the shore, it soon become obvious. On went the "iron jib" and almost as quickly shuddered to a halt!

"Doesn't it always happen at harbour entrances and in a rising wind?" . Actually no it doesn't but it isn't quite as intense as when it does.

Gerard tried restarting. Clunk! No luck. With 3-4 skippers onboard it could have got confusing quickly. But calm heads prevailed, the boat was tacked and headed back out into the IJsselmeer with Geoff getting his first helming experience, he and I looked after the boat while Chris and Gerard worked on freeing the fouled prop. We were scooting along among whitecaps when the prop was freed and the engine restarted. Entering the harbour a second time saw no gremlins and our afternoon drew a close.

Geoff, who sails a halfcat [self-built sailing canoe] (before building a Wharram) told me that he was glad to be able to see what the Pahi 42 was like in differing conditions. He'd liked the increase in performance that the building winds had provided as light wind performance hadn't really inspired him.

- ♦ This was Geoff's first sail on a Wharram, he doesn't expect it to be his last! He's recently received study plans for "Child of the Sea" (JWD's latest ethnic design - www.wharram.com) and is very excited by it.
- ♦ Chris hopes to launch his Tiki31 (in Lelystad-Haven) next spring and hopes to have another Dutch meet.
- ♦ Gerard is planning on wintering in South Holland before branching out for warmer climes.
- ♦ Dave Peak is still working (slowly and sporadically) on refurbishing his own Pahi 42 in the Rotterdam area.



Gerard hiding behind lens catches Chris, Dave and Geoff (and Frances hiding behind Geoff)

NEWS FROM SEA PEOPLE

Virgin Islands – PEACE IV

June '03

We arrived in the Virgins in mid May and wished fervently that we did not have so many boat building chores to complete. These are some awesome cruising waters with loads of tiny coves and romantic anchorages etc. There are whole sections of Land Trust and National Parks to explore and we both wanted to just sit on the beach under the trees and look at the boat at anchor while drowsing in the sun. We were invited aboard some gorgeous boats but declined due to the pressing work. However, we agreed whole heartedly that it was better to be finishing some more boat building in this location rather than back in Britain at the farm. Basking in the warm sun is our whole future and at least now we are not working 8, 10 or even 12 hour days in the cold and damp back in Wiltshire.

We wrote the list of essential jobs and set to work while chuckling about how a more sensible couple would not have attempted even a short voyage in a boat so unfinished.

Nev began trying to install the single sideband radio we had bought back off my old boat and which is so useful for getting the offshore weather forecast and information from other boats about remote anchorages ahead, political situations where we are going, etc. This radio had been carefully packed away under a bunk for the past 5000 miles including the trans Atlantic because there simply had been no time to install it.

With information gleaned from old friends and tips from a few guys in the anchorage, Nev set to and installed copper flashing inside against the hull under a bunk and ran wires cleverly so they hardly show to an antenna he and I bought at the scrap yard back in Britain. This was securely mounted on a bracket he made up and the radio itself was fixed to a bulkhead over my computer and the tuner was settled at the base of the antenna. He has extra long arms and was able to stretch and wriggle into the far corners of some awkward places to get everything just the way he wanted, but he did it. Somehow he always does.

Everything worked fine except the microphone which had corroded so we could not transmit properly without a new mike and they were not available or affordable there. Nev opened the old mike and rebuilt it, but it still was not clear enough to transmit properly. However, we could listen to Herb Hilgenberg on Southbound II and it was nice to hear his voice again giving out the offshore weather to some poor sods caught out in a tropical storm off Bermuda.

Nev is not any kind of electronics expert,

so it always amazes me where he gets the courage and ability to do all this stuff, but I remember years ago installing that radio successfully myself with advice from another batch

of helpful cruisers long ago in Florida when I was single handing the old boat and preparing to single hand on my first trans Atlantic. There never has been enough money to hire people to do that kind of thing and, thank God, cruisers always help one another as if we were all close relatives. That radio had served me well for many thousands of miles, and eventually we will get a new mike and it will serve for more thousands of miles on this boat. Meanwhile, it was nice to have it partly working and there were lots of other jobs on the list.

We had not had funds or time to make sail covers

or any sun awning at the helm yet and my lips were blistering almost constantly in the strong tropical sun. (I am allergic to the lip sun block and even large hats don't help much) We experimented using some fabric advertising banners we had found in a rubbish skip back in England and it helped provide some shade but those efforts were finally abandoned as we decided to build a whole new sail handling scheme using booms, boom gallows, lazy jacks, and an awning as well, all associated and to be made by Neville and needing to be done over the summer in Rhode Island. So we did a little tempory job "for now" and proceeded down the work list.

Nev installed US propane bottles because we cannot get our UK ones filled over on this side of the ocean, and he moved some of the navigation lights to better advantage building brackets and running wires cleverly. Oh, there were loads of other jobs like these to do in addition to again working on the rigging and settling in at the navigation area, in the galley, etc. I continued with more varnish and cetol work, more working on sheet leads etc.

We were expecting my ex who is our good friend, John Kellam, to come for a visit and sail. The plan was open ended with John prepared to go offshore as far as the weather would allow and along the US east coast as far as his energy and time would allow. So we cleared out the guest room in our hull to make it easier for him to share the toilet facilities and so we could keep an eye on him to be sure he was not getting over tired at age 86. He had a hip replacement a couple of years ago and has not done much sailing in recent years, so we were concerned. There is plenty of room aboard and we have lots of curtains for privacy, but it is nice to know someone will hear you if you call out in the night. We got things as well set up as we could for his comfort and convenience and waited for John to arrive on April 8.

This message is nearly more than my pocket mail gizmo can cope with without the backup of my broken laptop, so I will continue another time.

Love Ann and Nev



Culture Corner or "trying to make you a more complete sailor" ;-)

An honest man what loves his trade
Deserves me honest grip;
And Carpenter Dan was a handy man
To have about the ship.

The things he couldn't hammer up
Them things he hammered down ;
He sawed the rails and spliced the sails
And done his bizness brown.

He scroll-sawed all the masts and spars
And varnished `em with ile,
Then he shingled the poop of our gallant sloop
With a gable, Queen Anne style

Along the basement porthole sills
He worked for hours and hours
A-building tiers of jardineers
And planting `em with flowers

He filled the deck with rustic seats
And many a grapevine swing -
Yes a handy man was Carpenter Dan,
For he thought of everything

Then pretty soon he got a scheme
To ease the Capting`s cares,
So he fitted the sloop with a fine front stoop
With rugs and Morris chairs

And there we sat a-drinking tea,
The Capting and his crew,
When we heard arise, to our great surprise
A nawful hullerballoo

Industrious Carpenter Dan

The Capting looked across the rail
And sort of chawed his lip -
For Carpenter Dan was building an
Extension to the ship

"Avast there,Dan", the Capting cried
"What have you gone to do?"
"Don`t bother me man", said Carpenter Dan,
"I`m fixing things for you."

Then he toe-nailed on a rafter beam
And sawed a two by four;
Then he gave a yank to a six-inch plank
And started on the floor.

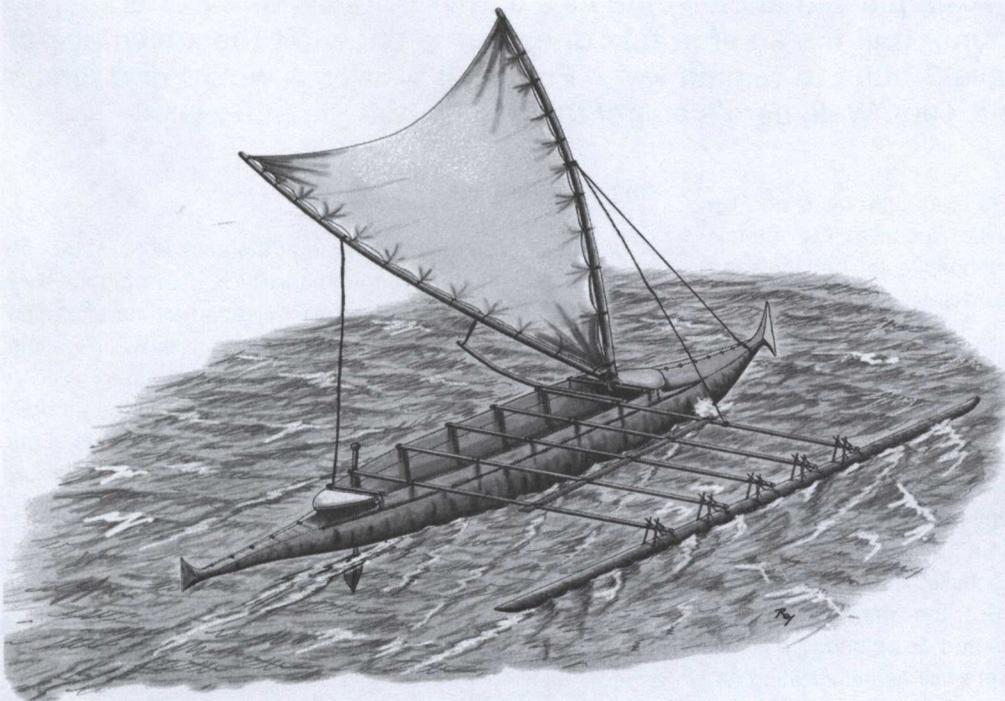
So Dan he worked three solid weeks
Till on a happy day
A double craft with a Queen Anne aft
We sailed into the bay

And from that bonny lean-to boat
We vowed no more to roam;
From window panes to weather vanes
We loved our stately home

And as we sat among the vines
On many an ocean trip
We vowed that Dan was a handy man
To have about the ship.

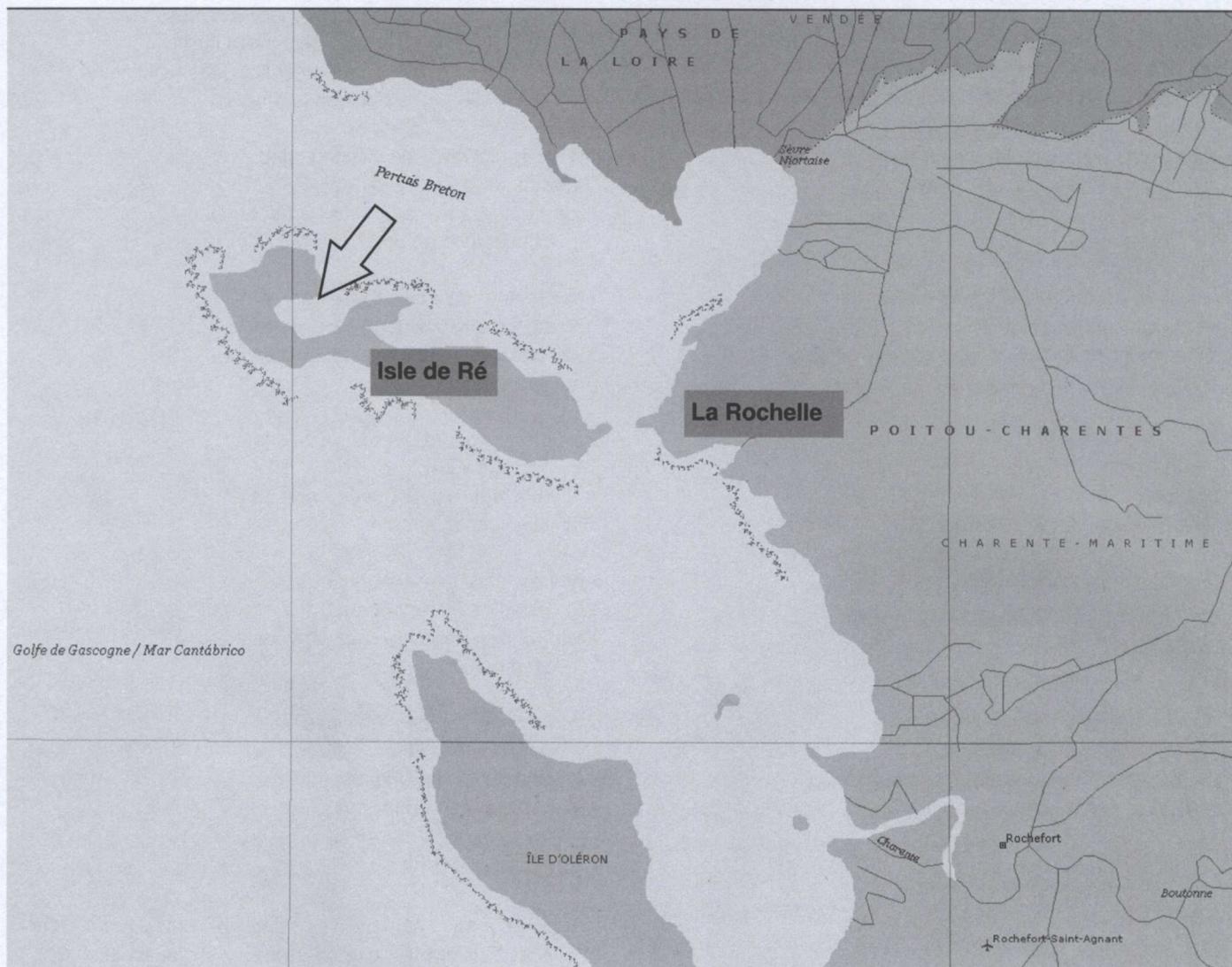
- Wallace Irwin

**Apologies to non-native English speakers, for
Wallaces' "inventive" use of the english language - ED**



Here's a sample of some artwork from Rémy Roy of a Tikopian sailing canoe. We have included a colour insert with more work by Rémy. I hope you like it as much as I do. - Ed

Cat Corner – Isle de Ré Dave Peak



What is a cat corner ? A simple definition would be a corner suitable for catamarans. It's been suggested (to me) that it's an area that dries out to show off the advantage of having the sense to have 2 hulls to remain level. For me it's an area where draft limits the area to small boats & cats. Well, here's a spot that fulfills both definitions!

A little geography first, Isle de Ré is a 25km by .5 (to 5)km pearl lying 2km off the coast of La Rochelle. The Atlantic coast, is rocky and somewhat inhospitable, but there are numerous harbours on the leeward side, of which La Flotte and St Martin de Ré and the most popular. The northeast coast is fringed by dunes and by the salt-marshes which fortunately remain a source of livelihood for the islanders.

The island, which I first visited as a 19 year old on a cycling holiday, is connected to the mainland by a highway bridge which sometimes creates as many problems as it solves for islanders. Revisiting in 1999, some 30 years on with friends from Paris sailing out of La Rochelle, the island seemed smaller (don't they always). But the memories of the beaches, the marshes, the cafes and "les blonds de Ré" (a beer I might add) of St Martin were still as intoxicating as I

remembered them.

Our first stop on the island was at the dock in St. Martin de Ré, we just made it through the lock gates before they closed for the day. We were well pleased as the afternoon had turned grey and the last couple of miles were getting pretty miserable. We had almost resigned ourselves to a lumpy, bumpy overnight stay on the pontoon at the harbour entrance. Arising the next day, coffee and croissants in the quayside under a bright and warming sun meant a tolerably late start to the day.

The jewel of Isle de Ré, however was magnified greatly. As a landbound cyclist I only saw the beauty of the Fiers d'Ars from the shore. The short hop from St. Martin had us at the entrance and anchored in time for lunch.



Cat Corner – Isle de Ré Dave Peak

This jewel is guarded by a rocky entrance that dries to trickle at low water, so attention to the state of the tide is called for. Once through the entrance, aboard a boat, this wonderfully protected bay was awesome. Jean Marc was understandably reluctant to go gunkholing, a First 416 could conceivably “poke around” anytime after mid tide, but for cats the area to the south of the channel into Ars-en-Ré is only off limits around MLW springs as it dries out on these tides. Anyway the oyster beds (well marked in general) preclude comfortable drying out, if the oyster beds don't damage your boat....the oystermen probably will for damaging their livelihoods! The area to the north of the channel generally has more water and did not have the extensive oysterbeds, so drying out on the mud for a little while is achievable.



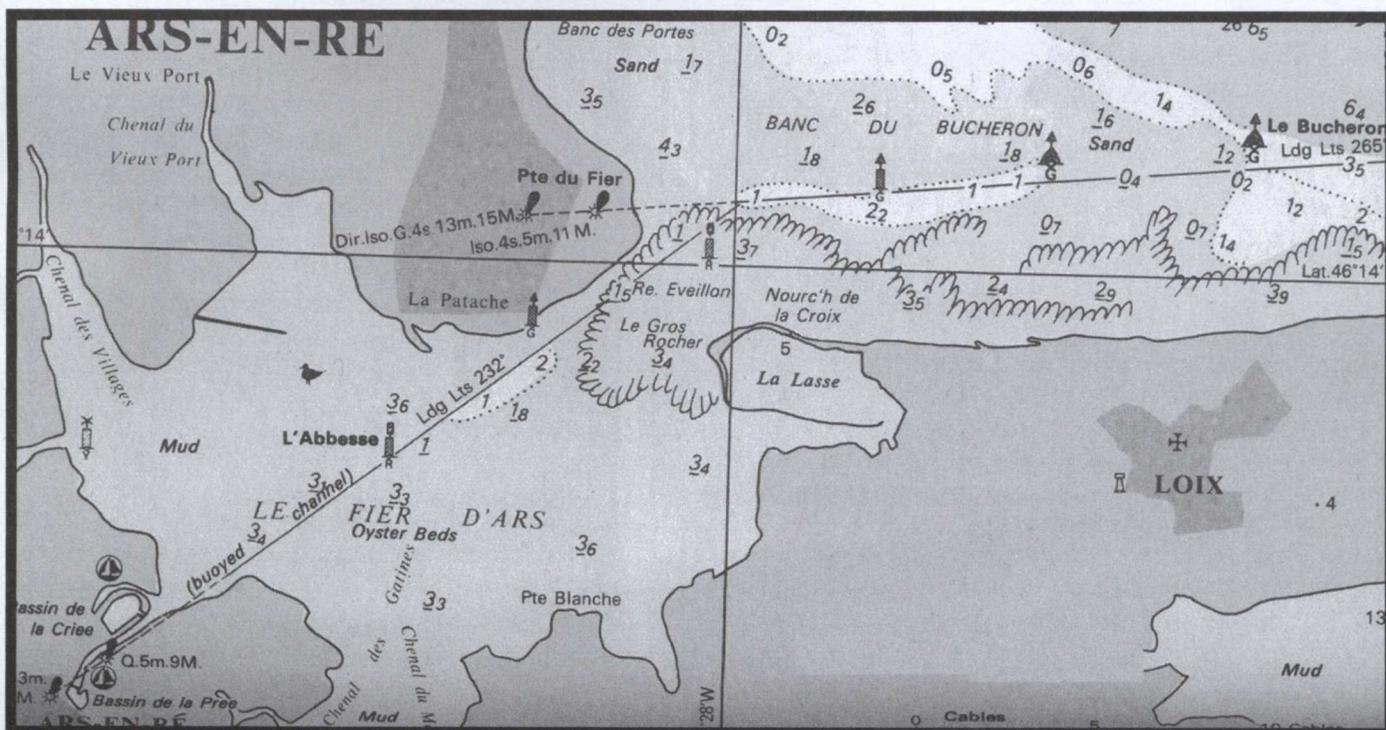
Ketch exiting Fier d'Ars in beautiful sunshine

We spent too little time soaking in the views, I was to learn on a later voyage that Jean-Marc and my idea's of cruising/sailing weren't on quite the same wavelength. I find I'm much more on “island time” aboard a boat than Jean-Marc. There are marinas in the village of Ars-en-Ré for those tied to shoreside comforts.

Early the next morning, heading NW out of the Fier, the sand dunes that I camped in years ago went by unexplored by us, as the crew were hoping for a sighting of whales off Les Baleineaux. Unfortunately, I/we still didn't see any whales, I

hadn't seen any as a cyclist either. The fact that there are 4 features, a bay (“Conche des Baleines”), a rocky outcrop (“Les Baleineaux”), a headland (“Pointe des Baleines”) and a village (“St. Clement des Baleines”) all cry out that at one time this was popular whaling habitat. Maybe the whaling inhabits the area seasonally, but probably I just didn't spend enough time watching out for them!

With Les Baleineaux astern, we were turned to the SE aiming for Ile D'Aix, Fort Boyard and the sandy beaches of Ile D'Oleron before heading for another of my favorite French cat corners (details in a forthcoming issue).



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.

The boat's coming along slowly. We've got both hulls done, all the beams & blocks, end caps etc. Just got the cockpit, rudders, tillers, deck, rigging and I'm outa here!!
Thomas A Dunkle, Ft Myers, USA

Thomas is planning on putting a Tiki schooner rig on his Pahi 42... I've considered the same option for my as yet rigless P42....still undecided.....please let us know how your rig progressesAll the best, Dave ED
BTW - Is David Coe's old Narai "Windchime(?)" still moored below the Ft Myers Beach bridge ?

Thank you for the Seapeople magazine 52 which is well arrived in Martinique during my holidays in Brittany. The photos are correct enough to see the details. **For information, the guest on the cover picture reading the Seapeople magazine 51 is my wife Marie-Hélène.**

The time runs too quickly : I didn't do all I have previously planned on our Tiki46.

We finished to cut the top and the bottom edges of the upper hull sides and after we put a glass layer of 80cm wide from the knuckle on all the length of the hull sides. The main job was the building of the beam troughs of the four beams. Next year we'll work on the accommodations and the cabin sides. Here (Martinique) I have to make the three cross beams of our Tiki30, the pod-cockpit and the mast before to launch her. I'll sent you some photos later.

Best Wishes. Bertrand & Marie-Hélène

The Pushpit.....

Dates for your diary -



Nov 20th deadline for next magazine materials

See "News for SeaPeople" on page 4 for meets.

Dec 13 Paris PCA Social meet to coincide with Paris Boat Show

It is time to start thinking of winter sailing plans. We intend to leave Rhode Island in a couple of weeks and be in the Chesapeake area until November and in the Bahamas by mid December. We'll stay there a couple of months. All our moves will be weather dependent, so we will have no more exact planning than that. We have a few friends intending to join us now and again over the next few months, so that is pleasant to look forward to. In late February we will head north again intending to explore the St John River in northern Florida very early in March.

My daughter will be expecting her first child late that month, and I want to be on hand (and probably in the way) in the traditional grandmother role.

Depending on what arrangements we can make at the time, Nev might stay with the boat, join me for the birth of the grand child, or visit the UK and see his Mum in Wales. Perhaps he will find crew and bring the boat north... we just have not made any firm plans yet. But after the baby is nursing well, I can go back to the boat and help Nev bring the boat north so we can enjoy another summer here in Rhode Island. It has been good here and we now have a private mooring where we can be near family and friends.

The summer has been highly productive so far - new main sail boom and boom gallows home made of Douglas fir, store bought bimini, and lots of smaller changes to make things easier.

Love, Ann and Nev
(PEACE IV)

Barnett,Paul,many thanks for an excellent magazine and ongoing maintenance etc
Bertram,Robert D & A C, topsy turvy year, no building, no T21 in water, hopeful of next year
Clement,Ann & Neville,we are grateful for the work you do
Deverin,Jean-Michel,new address and boat details
Glaser,Albin,best wishes, ta for magazine, still building T38, article+mods later
Hayward,Ken,slowly preparing to build a Tiki21 soon in heated 15 x 30 shed
Howells,Alan,met Neville Clement, he is v fit, well and over exhaustion of build
Koch,Wolfgang,fair winds
Lamble,Don A & F E,news of his boat and thanks for hard work, it is appreciated
Laux,Richard,thanks for great job, **except picture quality**, will send article
Lees,John Graham,great job, armchair sailor, enjoys mag, sailing in Thailand this year
Radtke,Walter,completing beam mount mods on Tangaroa1, will send article soon, **Anything you can do about the photo quality?**
Richter,Jim & Jamie,launched Tiki38, live-aboard in Philippines gotouring.com/razzledazzle
Thornhill,John M,thanks for trip on kentiki/ben-tiki, William says cool, sold boat
Wade,John,new address,thanks, not started Pahi31, will inform on progress
Watkins & Kelly,Emma & Graeme R,yes,keep up good work, more hints and tips anchoring rigging gear etc
Winkler,Gerald & Brigitte,best regards

Some comments we've received from SeaPeople

Please let us know how we're doing so we can better serve all PCA members

RE Picture quality (**emphasis is mine**), we've been after consistent photo quality for some time but recently I've been made aware that the embedded photos that we send to the printers in Publisher98 gets converted to something called postscript. I've also learned (from a couple of respected sources) that Publisher98 doesn't convert to postscript very well. This issue will be the last issue using Publisher98. A change in paper quality is in the works also which should improve picture quality as well. I don't expect any problems with change of software for Dec mag - **Dave Peak (Editor)**





**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 That's the way to do it!



****NEW** RED BURGEES, DOUBLE THICKNESS, PRINTED LOGO BOTH SIDES.....£12 INC. P&P**

TEE-SHIRTS (round neck).....£12 EA + P&P

POLOS/TENNIS(collar + buttons).....£15 EA + P&P

SWEATSHIRTS.....£16 EA + P&P

BACK ISSUES of Seapeople.....£3.50 EA INC. P&P

**BUY IN BULK5 ISSUES... £15 INC. P&P.....10 ISSUES...£25 INC. P&P
(COLOUR PHOTO ISSUES #44 onwards – add £1 for each issue to above prices)**

PACKING & POSTAGE ON CLOTHING ITEMS: UK: £2.50 FIRST ITEM, £2 EACH EXTRA ITEM
- EUROPE AIRMAIL:£3PER ITEM WORLD AIRMAIL: £5 PER ITEM

PAYMENT WITH ORDER, IN STERLING CHEQUES AS PRICED ABOVE (OR CREDIT CARD – PHONE OR
WRITE), OR PLEASE ALLOW £5 FOR OUR CURRENCY CONVERSION COSTS. THANK YOU!

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

MINI CROISIERE CAMARGUAIS

Le TIKI III



DEPARTS tous les jours:

TRAJET: Embouchure du Petit Rhone au Bac du Sauvage

Faune et Flore de la Camargue (Manade de Chevaux et Taureaux avec le Gardian)

TARIF : ADULTE 60f - ENFANT 30f DUREE de la VISITE : 1h30

Truly a major deviation from TIKI plans!



DITTY BAG

DITTY BAG DITTY BAG DITTY BAG DITTY BAG

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.

*** **Ditty bag ads will run automatically for 2 issues** (to give other members space), if you sell, let us know and we'll pull the 2nd ad. Also please contact us if a 3rd ad is needed

My **Hitia 17** "Prince of Tides" is for sale! Built in 93/94 from best materials, the boat has been completely refitted last year. With road trailer, slip wheels, deck tent and lots of gear. Reinforced foredecks, rudders and trampoline. Really in an excellent shape. Lying in northern Germany. Price : **Euro 3400.** -

Wulf Claussen, 10439 Berlin, Nordkapstr. 8 Tel. & Fax 0049 - (0) 30 - 46 79 6464

Best regards und immer eine handbreit Wasser unter dem Kiel

FOR SALE - Wharram **Tiki 21** - "Neko"

Price **£5,500 – Euro 8,000(approx)**

This Tiki 21 has been transformed from a small cabin format to a large cabin. She now also has a Crab Claw Sail Rig with a Mizzen. Lying: south UK, Ply/Epoxy construction. Sails, Spars & rig: Jeckells Mainsail and 3 Jibs. Crab Claw Sail. Extensive inventory includes nav equipment, original main & 3 jibs, Tohatsu o/b and 7' dinghy with Seagull o/b. (photo in SeaPeople #52)

John Ireland tel no 01903 265 877.

TIKI 26 for *** Bargain *** The price **10.400.- €**

She is complete with everything (GPS; Outboard; Dinghy; tent; sunroof: etc.). Even includes a trailer and slipwheels. At present time she is in Croatia.

Peter (Weigel) Germany weigel@wtal.de

FOR SALE - **practically new equipment** at very favorable prices, e.g. Barton blocks for main- and mizzen sheet and jib down haul, Nylon cleats, Original Yamaha tanks etc. For full information please visit the website www.jojo.at/english/board/board.htm

Josef Mayer

<http://www.jojo.at> - Comments welcomed – tiki@jojo.at

WANTED - I would like to find hulls of a **Pahi 31** or **Tiki 31**, having no time for a complete build. The idea is to set a tiki 31 rigging on her and a minimal deck pod, looking like the tiki 38's.

I built a Benford 30' "Belle Amie" (1972) still sailing with a friend of mine (20,000 miles or more with me). I am the owner of a racing trimaran (22') found on Lac Leman, with a wing mast of 12M, 52sq m for 700kg, with a special trailer for changing sailing areas.....eventually for sale or exchange if I find a Pahi 31 or Tiki 31

my phone= 04 66 48 29 84 (after 22hr or before 8hr),
My address Paul Francois Foussat, Poujan, 48230 Chagnac, France

For sale **Tiki 21** - Asking **\$3000**. Built by boat yard/ cabinet maker in 1992 – Located Newport, Rhode Island, USA.

Marine ply, epoxy. Sails are in good condition.

Mainsail by Jeckells, Jib & Cruising spinnaker by Haarstick

Evinrude 4hp long shaft, no reverse gear, starts and runs.

2 Danforth anchors & chain – Tall rig (+2') - Tent frame (no tent) - 18' ft boat trailer (new springs) - Boat is currently dis-assembled for road transport.

"David Dawes" dawesnav@hotmail.com (305) 587 2721

"Yellow Cat" still for sale, now returned to the UK. Heavily built **Tiki31** fully equipped for cruising - wheel steering, autopilot, twin fourstrokes, cockpit tents, solar panels, ballast tanks, huge wardrobe of sails. **£10k**

Cheers, Paul.

"Yellow Cat" Rats Castle, Clovelly, EX 39 5TF

tel. 07831 392016

For Sale: Full set of plans for **Melanesia**, guaranteed not yet built along with some epoxy and associated materials.

I have decided that I am a sailor, not a builder. I will never finish especially as I now live in a flat.

Offers please to Alan Howells on 01179 442618

FOR SALE - Plans for **26ft TIKIROA** (No. 50) - mint condition and no boat built to these plans. Moved to a smaller house and as the years go by, I can't see that I will ever get round to building. So, the plans are now for sale at £300 or near offer. Nick Riley, 161 Botany Road, Broadstairs, Kent UK CT10 3SD – + 44 (0) 1843 860247 nick-riley@lineone.net

Crew wanted

Crew required for one way sail to the lagoon at Faro (from Bangor, N. Wales) in 2004. No dates or details yet.

Some work required winter of 2003 before we can go, I need to remove engine pod and existing engine and replace with an alternative as yet not decided.

Dave Brooman +44 (0) 7771 508 460 or see handbook.

CREW Available – ex Tiki 26 owner (Day skipper theory) seeks Ocean experience next year - 2004. In exchange for expenses contribution, help preparing boat etc.

Based West Midlands - travel no problem (well I wouldn't be a PCA member if it was!!)

Andy White – andy.white@mowlem.com - 01952 813466

