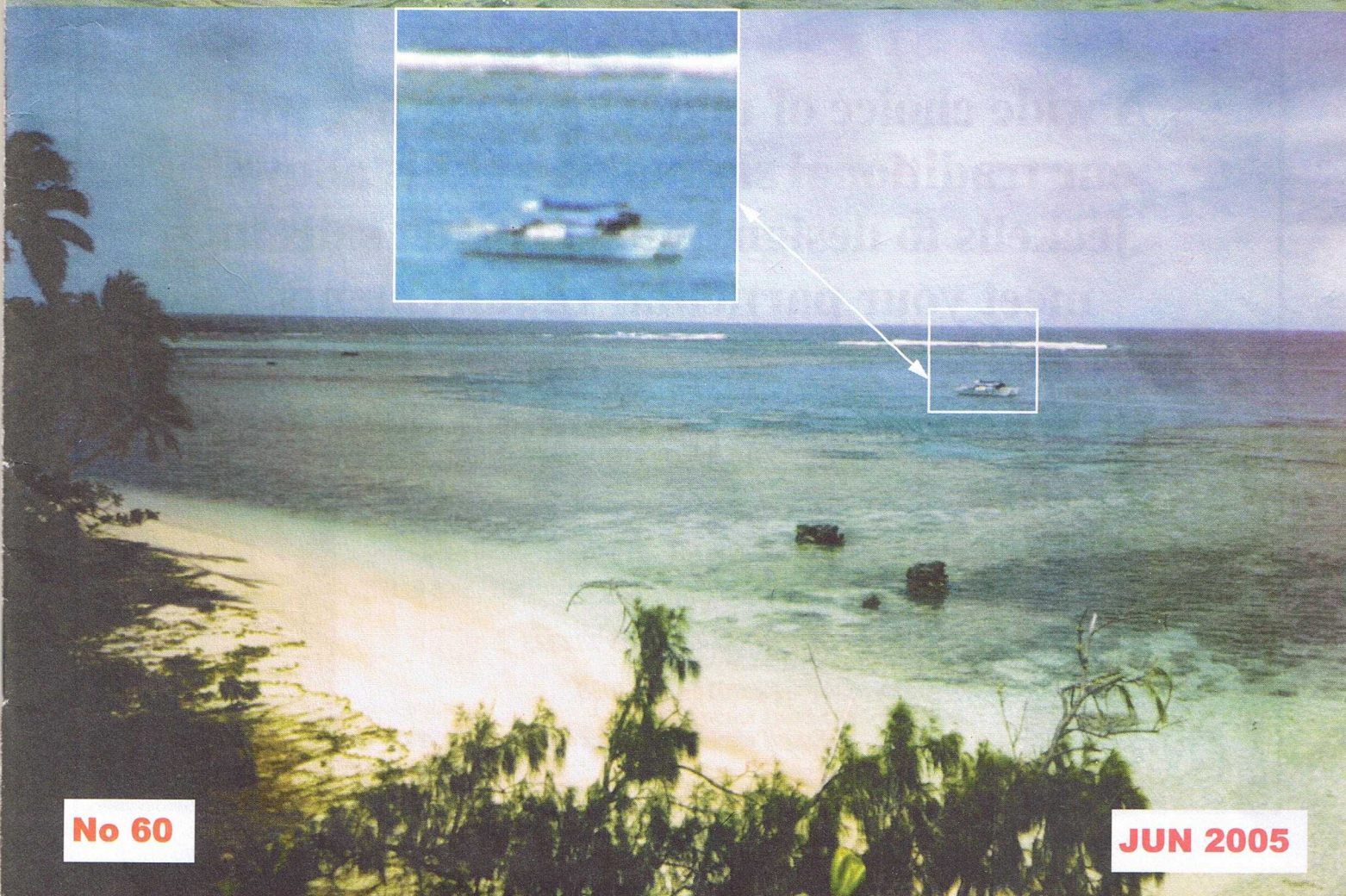


The Sea People

93

N.D. BOON



No 60

JUN 2005



SAILS



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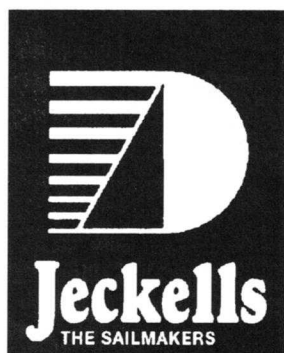


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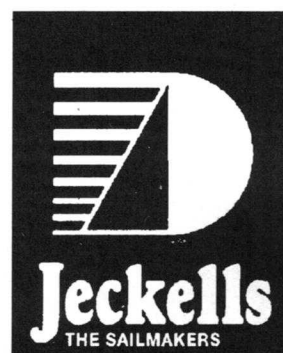
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Contents and Contacts

The Sea People

Magazine of the

Polynesian Catamaran Association



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COVER

“PHA” the Fercot’s Tiki 30 sailing in Martinique

“TARAPO” safely anchored inside coral reef at
Kelefesia Island, Hapii Group, Tonga

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.



News for Sea People



Nominations for committee roles

Mike Wynn has decided to stand down as Commodore. Dave Peak has been proposed as Commodore and has accepted the nomination. Gerald Winkler has been proposed as Vice-Commodore and has accepted the nomination. It's been suggested that the Events Secretary role should be split up by region and hence coordinated by the PCA area representatives for each region. There were no other nominations or resignations.

Please use the voting form and envelope enclosed and return them, to help elect your new committee for the next year. Results will be announced at the AGM in August.

Ken Hook PCA Secretary

SUPPORTING THE PCA WITH YOUR FINANCIAL PURCHASING POWER

We've recently joined Amazon's associates program (UK, US registration in progress). Amazon is an online store offering books/CDs/electronics, while we realise that online purchasing is not for everyone, we feel it does offer some potential income for the PCA without much effort from members.

From our website there will be links to Amazon.com(US) and Amazon.co.uk(UK). When you go to these sites and purchase books, CDs, software electronics from Amazon, the PCA will be automatically credited with a 4% commission. Commission fees are paid quarterly. This does not increase your purchase price one iota. **But you MUST go to the amazon site VIA the PCA website link so that the transaction can be recorded electronically.** The PCA will receive notification of the purchase, but no record of your credit card details.

We are investigating joining the German and French Amazon programs, but each program works independently and has a threshold limit (approx £25 per quarter in commissions) before commissions are paid.

I hope that you find that Amazon provides quality products at reasonable prices, I've been a customer for a number of years and been especially impressed by their ability to send to various of my international mailing addresses. Currently at least two of your committee, Steve Tellardin and myself are customers of Amazon.

Dave Peak PCA Vice Commodore

2005	PCA Meets & other Events	Contact
July/Aug	Toronto, Canada PCA Social/Picnic/B-B-Q	Mike Haromy
Jul 29-31	Dutch/German Meet, Maasbommel, NL	Dave Peak
Jul/Aug	La Rance, FRANCE	TBA
Aug 5-7	East Greenwich, Rhode Island, USA	Ann Clement
Aug	Channel Isles	Dave Yettram
Aug	Southern Brittany Meet	TBA
Mid Aug	UK North West Meet Coniston Water, Cumbria	John Cooke
Aug	Solent Summer Meet	TBA
26—29 Aug	Poole Summer Meet	Ken Hook
27 Aug	PCA AGM—North Haven YC, Poole	Ken Hook
Sept	Falmouth UK—Anniversary Cruise	D Peak/Jeff Pollock
Sept 17	Austrian Wharram Meet	Gerald Winkler
Oct 21-23	Chesapeake	Ann Clement
2-4 Dec	Port St Lucie, Florida	Gene Perry
Dec	Central Euro Social Meet, Paris	Dave Peak
25th Dec	Cruisers Xmas, Green Turtle Key, Bahamas	Ann Clement
ALWAYS	CHECK WEBSITE FOR LATEST INFO— or	PCA Office

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 day's sail

Pre-designated pickup points

Site for a BBQ or inexpensive restaurant

Free/cheap parking nearby for visitors by road.

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.**



The power of the wind

Windmills have seen a resurgence in use in the past 20 years here in the Netherlands. From my balcony there's a view of 3 that were refurbished in the early and mid 90s, all within 1km of my doorstep. All are operational flour mills. One doubling as an information centre. One sunny but cold and windy afternoon, I noticed that one of the windmills had far less sail area than the other two. Intrigued, I decided to pay the info centre a visit and learned that each of the four arms of these windmills has complete control over it's own sail area, sail cloth is used to catch the power of the wind, over both the length of each blade and it's width. The framework of each



arm is fairly straightforward, but I noticed the twist in the angle especially toward the tip (see top right hand of photo), was something I'd not noticed previously.

All fine and well Dave, I hear you say but what on earth does it have to do with Polycats and their overall philosophy - Well...I'm all for "green energy". On my previous cat I owned a "Windbugger" wind generation machine and gratefully accepted the electricity it developed BUT it was noisy in anything over about 12 knots...imagine a small aeroplane engine!

Back to the Dutch windmills...they are very quiet in operation. So I've undertaken to draw up plans for a quieter wind generation machine for use on Wharram cruising cats along the lines of the Dutch windmills rather than the higher speed modern ones for sale at £500+ in the sailing/yachting magazines and stores. Also more solar projects in the works!

Caio, Dave

Don't Forget! Sign up a new member this year and get a free back issue

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/items 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 (MSWord) 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 300Kb please)
 (please keep total transmission size to 500Kb or less, 3 x 300Kb files are easier to transmit/receive than 1 @ 900Kb)

© 2005 Polynesian Catamaran Association All members contributions in the form of articles, letters and photographs (B/W or colour print or transparencies) are welcomed by SeaPeople. All material will be returned to the contributor if requested. In any event the PCA can accept no responsibility for loss or damage to contributions. All material accepted solely on the basis that the author accepts the assessment of the PCA as to its value. All material submitted to the magazine is accepted on the basis that copyright in the work will be vested in the PCA who assumes all rights world-wide, in all forms and media. Reproduction in whole or in part without written permission is prohibited.

PCA Membership Application Form

Hi, if you're reading this and you're not a member of the PCA, is it not time you joined? VISA and MASTERCARD welcome. It's £20 for a calendar year (approx \$37US) and new members get 1 free back issue of the Sea People magazine

Your Name (as shown on credit card)..... Card Number.....

Card expiry date/20..

Your Address.....

Post this to - PCA Office, 118 Howeth Rd, Bournemouth, BH10 5NS, United Kingdom or

Contact the secretary for alternative ways of paying or supplying credit card details to the office

+44 (0)1202 531445 or email Secretary@pca-seapeople.org or PCA@sea-people.org

Please give us phone number, email addresses etc. to help the office and other PCA members contact you.



Tales of Taraipo (cont'd from #59) John Jameson Tangaroa I

15 June 2004

We are at anchor halfway across the Pacific. The classic 35' Wharram catamaran Taraipo is anchored in the lee of Ua Pou island in the spectacularly steep to & mountainous 3000 feet + Marquesas. We have learnt to use a stern anchor & bridle to keep perpendicular to the incessant swell in all of the anchorages hereabouts.

27 June 2004

Ua Pou is not only spectacularly beautiful, it is also home to the most welcoming Marquesans. We were given tons of fresh fruit. Every day somebody would leave a big branch of bananas or we would be invited to pick as many grapefruit, the size of footballs as we could carry. This is the Garden of Eden. Over 500 people attended the rocking Communion Mass ceremony in the enormous modern church. I have never sung & cried so much in my life. Wonderful Polynesian rhythms backed by ukuleles & guitars. That evening the 4 x 4 Toyota pick-up collected us & took us up to the family home at the head of the valley for a night long communion party with 20 of Jules & Yolande's family. There was loads of Hinamoa beer, Spanish wine, breadfruit, boar, chicken, raw fish, delicious cakes, fruit & vegetables, a 'blow-out' after the privations aboard Taraipo. Next day at 9am prompt Jules delivered 20 foot of bamboo, exactly 4 inches, 10 centimetres in diameter to re-inforce internally Taraipo's topmast.

One day the Aranui, the inter-island supply ship arrived. Wow what a spectacle in this tiny lee-shore anchorage. She services each island every 3 weeks. Suddenly there was the rattle of big chain in the air as she turned on her anchor, reversed into the pier whilst simultaneously craning in Yamaha outboard powered picket boats that proceeded to carry the big mooring lines ashore. The Aranui is an amazing, efficient, modern ferry. She carries 40 passengers in cruise ship style whilst supplying the Marquesas & the Tuamotu atolls with all of their needs & returning to her base in Tahiti with copra, fruit & hand made carvings etc. Aranui is independent of shore support & operated very efficiently by a highly trained & motivated crew. They bring their own barges for ferrying stores ashore with their own forklifts for handling stores & equipment on the quayside. On exposed beach landings the big Polynesians carry the passengers to & from the picket boats. The whole operation is subsidised by the French government, in fact the whole community is subsidised to the tune of 30% G.N.P. We did not see any poverty. Half the population drive around in new Japanese 4 wheel drives or surprisingly a Land Rover Defender. The roads out of the village are very steep & stony & awash in the rainy season. I availed myself of the free hospital service in Nuku Hiva for a minor operation to remove a small growth on my leg & Kristina had a consultation & an X ray confirming a cracked rib & torn muscle from a fall down an open hatch – ouch! The follow up was a visit to the surgeon's garden to pick another pile of footballs (grapefruit).

Another highlight in Nuka Hiva was a fabulous party in the only hotel given by the skipper & crew of a mega yacht, the 120' Red Dragon with wonderful food & drink & wait for it the Marquesan Pig Dance, a very earthy, grunting Haka by a dozen hunky guys in grass skirts. Maybe best of all was sitting in on a two hour evening rehearsal of ritual song, dance & brilliant tom-tom drumming. The whole show was choreographed & coached by an exquisite

Polynesian lady who I guess must have been trained in Paris.

The big surprise in the Marquesas is the cost of living. One packet of cornflakes costs £6.25 & most things are double the cost elsewhere except bread very cheap, yummy baguette, rice, sugar, flour & gas. There is no fruit & vegetables on sale as everyone grows their own.

We visited 9 anchorages & loved them all celebrating the national holiday & JJ's birthday.

From a fax sent from Agence Takaroa on 15 July JJ says on the Jour de Ferrie,

14 July the post office was broken into & closed. The mast is progressing OK though still short of pop rivets. The tabernacle has been straightened & re-welded by a black pearl farmer, who befriended them so they are going to be able to re-rig with an even shorter mast. Naturally, all the previous repair work in Trinidad & rigging has to be re-done.

15 July 2004

Tangaroa atoll in the Tuamotus & yesterday Taraipo was dressed overall with signal flags from masthead to bow & stern. The mast is the boom rigged as a jury rig that we used to get here after dismasting 150 miles out from here. "Oh no, not again!" cried Kristina. It was 10am & fairly rough. We were both down below at the time so no one was hurt. The welds on the stainless steel tabernacle, 5 mm plate had broken forcing the mast sideways. Retrieving the heavy 5 mm aluminium tube from over the side was difficult but we lost nothing. There was however damage to the topmast, sails & biminis. The jury rig for close reaching employed the storm jib forward & the No. 2 jib set sideways as a trysail giving 2 knots in a force 4 wind. We motor sailed in order to get to Tangaroa atoll, anchored off at dawn & waited for the tide to turn before negotiating the tricky pass with 9 knots of current through the reef into a heavenly lagoon 3 miles x 15 miles peppered with coral heads or bombers, surrounded by low lying islets or Motus covered with palm trees. The water colours, shades of turquoise indicate the shallows to be avoided. There are lots of small creatures that do not eat people & are OK for hull cleaning. I had a great days windsurfing on my birthday as here the atolls are perfect for windsurfing, very windy & there is always some land to leeward not like the majority of safe anchorages that are not brilliant for windsurfing.

On arrival we anchored behind our own Motu, licked our wounds, slept & took the rig to bits. Two days later we motored through the bombers to anchor off the village to try & find a way to straighten the 5mm stainless steel plate, the tabernacle & then re-weld it, locate 50 x 5mm pop rivets, water, diesel & fresh vegetables, fruit & bread. We landed at dawn as the working day starts at 5am here. The first guys we met were pumping diesel into a generator for the bakery. They insisted on giving us bread & diesel as each household has its' own supplies as diesel & petrol arrives on the fortnightly schooner together with all essentials ordered from suppliers in Tahiti.

This story came by post taking 6 days from Teavaroa, Takaroa in the Tuamotu Islands, French Polynesia.

Fred the baker suggests that we should go & watch the inter-island schooner un-load & ask around for rivets & welding. Everybody will be there collecting their food & fuel from Papeete. The ships mate sets up office on an oil drum table & issues dockets for



incoming goods. He takes cash for exports, personal effects, pearls, fish etc.

We are introduced to Alfonse Chin-King who is sitting in his Meccano truck with it's pop riveted new bodywork.

This has to be our man! None of the pearl farmers who all arrive from the other side of the lagoon in their 230 HP outboard engine skiffs are at all interested in our plight. The Captain of the schooner who drives a forklift during un-loading offers us a few small rivets but they don't have time to weld before leaving. It's hot & dusty on the quayside & I have been here 6 hours. Alfonse with his two 18-year-old sons in the back are going to take me to their pearl farm to re-weld the tabernacle, the broken stainless steel radar reflector & a stainless beam bracket weld. Wow! The job is done in their palm shaded open- air workshop. Alfonse was a wonderful friend to us during the 2 weeks that it took to re-build Taraipo's rig again. Not only did he straighten out the twisted 5mm tabernacle & did all the welding he also gave us precious home-grown vegetables. He invited us to Sunday lunch with Grandpa & the boys along with many other kindnesses. He also taxied us back & forth along the 15 kilometre dusty track across the motus, the low, palm covered islands & explained patiently how life is in the Tuamotus, which is not at all as we imagined.

Takaoa is a typical atoll approximately 15 miles by 3 miles with only one pass through the reef from the ocean through which the tide roars at 9 knots which is scary in your under powered Wharram catamaran. The trick is to guess the time of low tide & go through with the engine in reverse & good high sun to pick out the numerous bombers or coral heads scattered across the turquoise blue waters of the lagoon. The anchorages inside the lagoons can be very uncomfortable but we were lucky.

Alfonse suggested we should anchor in the marina at the airport, which was a heavenly place to spend a couple of weeks re-building the rig. This 'swimming pool' is a newly constructed small boat harbour about 50 metres square dredged to 2 metres of clear turquoise water on a white coral seabed protected from all directions by a reef with a new harbour wall situated right outside the modernistic wall-less airport terminal which is church-like in proportions. The marina is used 3 times per week by boats from the 100 pearl farms around the lagoon to meet flights from Tahiti. So we swung to our anchor, left the jetty clear & worked away undisturbed, cutting & re-assembling the mast, rigging wires, sails, VHF aerial, radar reflector, navigation light & bimini bars. Of course we were offered lots of kindness, friendly waves & chat all in French of course.

There are about 1000 people living on Takaroa & they are incredibly well off. They drive slowly up & down the 3 miles of dusty, sharp white coral track in their brand new Toyota 4 wheel drive pick-up trucks for which double cabs & chromium roll-over bars is de-rigueur. And the pearl farm work boats are powered by 230 HP outboard Yamaha engines too. Where does all the cash come from? Well it seems approximately 30% comes from 'Euro France' in the form of grants & subsidies. They have built nice airports, give grant aid up to 80% on new house building & subsidises the development of the black pearl & copra industries. Medicine is free and the education system flies secondary kids to school in Papeete for free.

We had a wonderful send off from Kristina's new friend Tanya & her boyfriend. She taught Kristina Tahitian dance, how to wiggle the hips & understand the hand movements. Her family gave us garlands, a tiara, fabulous shell necklaces, beautiful black pearls & long waves goodbye as we sailed out of the 'swimming pool'

across the lagoon & out fast through the right angled pass into the ocean for an 80 mile shakedown of the 'new' rig towards Apataki atoll.

Apataki village is on a small motu in the entrance to the lagoon, which is a 25 mile long inland sea. The anchorage is inside a small gap in the reef, perfectly calm & 10 metres from the quayside. We did the perfect 24 hour turnaround, slept, provisioned, watered & were given some more pop rivets. So I climbed the mast & filled the remaining pre-drilled holes in the mast joint. We were given some rainwater from their tank, which surprised some Yankee visitors in Papeete whose glasses were full of amoebas when we offered them orange squash that was embarrassing especially as they had just given us a 600 dollar wind generator. The amoebas survived a 36-hour test swim in bleach so no problem & fortunately nobody was ill. (No that can't be right)

It was sad to sail away from the Tuamotu atolls which are all the same coral crowned sunken volcanoes but also so different in scale & in character. However they are all potentially lethal being so low in the water & washed by strong currents. Many of the reef fish have ciguatera, a nasty disease that accumulates in the flesh for which there is no known cure. Thank goodness that our daily parrot fish did not appear to carry the disease symptoms of which are tingling muscles, numbness, drop in blood pressure & at worst, difficulty in breathing.

The Society Islands of Tahiti, Huahine, Raiatea, Tahaa & Bora are high & beautiful each surrounded by a fringe reef & lagoon giving perfect protected sailing waters & anchorages. They are well buoyed with both lateral & cardinal marks, all for free & no charts needed if one is careful to navigate when the sun is high & can differentiate between dark blue water over 10 metres deep, light blue between 5 & 10 metres, bright green less than 5 metres & brown less than 2 metres deep. Taraipo only draws 70 centimetres but she grounds hard & fast on her 2 hulls & is impossible to dislodge by pushing in thigh deep water on a falling tide even with a range of 10 centimetres.

In the Societies water is good & freely available. On two occasions we lay alongside in harbours for free. Talk about paradise! We visited Alfonse's in-laws plantation on the island of Tahaa where food grows all year round so no way can you go hungry & where they have a precious cash crop of vanilla, 'black gold' which sells for 300 dollars per kilo. Unfortunately the world market is badly managed & Tahaa, the premier producer, suffers wild fluctuations in annual sales, which can vary from 300 to 30 tons per annum. The folks were wonderful, happy, friendly & generous plying us with bananas, flowers, coconuts; vanillas which are soft black sticks requiring sun drying & delicious papayas.

The south-easterly trade winds are about to kick-in again after several weeks' absence. So we are waiting in the stunning reef anchorages of Bora Bora & listening to Gary's Pacific Net, 12,353 on the S.S.B radio daily at 8am. Gary is an amateur meteorologist currently anchored 1000 miles away in Vavau. He starts work every day of the year at 5am collecting Met info by email from NZ, Australia & US sources then collating a 15-minute 3-day forecast for passages between the Marquesas & Australia. There are several "nets" for yachts with short wave transmitters, which we listen into in order to glean information about destinations ahead.

We are probably going to give the Cook Islands a miss as they are charging a lot for entry, exit & anchoring at 200 NZ dollars for Taraipo plus her two crew for one week. It's a pity as a halfway stopover would have been nice on the 1200-mile route to Tonga. So there you are. Despite our various inconveniences we are managing to keep it all together & get some fabulous cruising with

15 anchorages in 15 days so it's not bad.

The worst inconvenience has been the outrageous cost of email in French Polynesia at 10 dollars an hour & not accepting the non-French Cirrus bank card. But I can email from aboard my New Year friend's yacht to send a message home. So before leaving for Tonga tomorrow 25 August I can report that Kristina is slowly recovering from her terrible rash with cortisone treatment & that the trade winds have come to allow us to track downwind at last.

September 2004

Bye Bye French Polynesia. Three months of bliss with fresh baguettes, tinned New Zealand salty butter, superb tinned vegetables, Spanish boxed wine at 4 dollars a litre, free wholesome drinking water, matchless azure sailing waters & stunning scenery. Last stop was statuesque Bora Bora with fantastic sheltered sailing, wonderful windsurfing & kite surfing & brilliant anchorages where there were no charges but record-breaking tourist prices ashore. The Internet cost 24 dollars or £16 per hour, water was 6 dollars for 10 litres or £4 a gallon, 3.50 dollars for the mile & a half bus ride on le truck into town which usually ran empty & to call home the minimum charge for a phone card was 25 dollars. So skipping email & the phone it only cost 1.3 dollars or 60 pence to post a letter. We rowed into the back of the Bora Bora hotel, a thatched hut on stilts to get water from the cleaning staff & hitch hiked into town in the back of a pick-up truck.

On arrival in Papeete, Tahiti we met up again with friends Chrissie & Jack on their Newick 43' trimaran Naga, a famous old racing boat in which Jack had come 4th in the 1982 Transatlantic Race. I was stunned by their generosity when they gave us a wind generator, which is now mounted amidships on the port rail & produces loads of electricity on a windy night. Jack sells cigarettes & a smoking cure on the Internet. Chrissie is Taraipo's mobile sail modification loft, cutting down or stitching together our sails each time Taraipo's mast height changes. We also met Jacques & Chantal from Martinique after we had planned to catch up with them in Easter Island. Thank God we did not manage to beat our way there as they dismantled their solid steel 35' monohull in 85 knots of wind & jury rigged their way back to the Gambier Islands.

It's 1st September. Can you imagine how good it feels to be tearing across the South Pacific at night, 1300 miles from Bora Bora to Tonga. The wind is finally freeing off after 20 hours beating our brains out after sailing through the eye of a depression north of the Cook Islands where the wind switched from north to south. It looks like we will be able to reach the north end of Palmerston Atoll & anchor off for a break from this roller coaster ride across a very bumpy ocean. The Pacific is a lot rougher & more unpredictable than I would have imagined. Thank goodness we can receive good weather forecasts most days from the Pacific net run by Gary from his yacht as he cruises the South Pacific. We receive him on our little Target SSB receiver on 12,365 KHZ at 10pm if propagation is OK as he is about 1000 miles ahead of us. Oops it's getting windy so I'll need to take in a reef. First I'll check the position on the GPS & plot a fix on the paper chart. We should arrive at our low-lying unlit atoll before dawn if we maintain our speed. We need to slow down to get a visual on the 50' palm tree covered motu before making the final approach to find a suitable shallow, sheltered anchorage. So with the headlamp on, T shirt & shorts off to keep them dry, I set the autohelm 40 degrees to windward & put it on standby. Taraipo then gently foreaches under jib whilst I drop the main, taking in a reef & re-hoisting the main, cool as you like on the clear, stable teak centre

deck between the cabin tops on either side. Then sheeting in with the autohelm on I nip below before the spray starts to fly as the waves rush noisily between the hulls. Meanwhile Kristina sleeps through her off watch in the starboard hull.

It's now Monday 6 September & we are on the final 40-mile overnight run into the tiny island state of Niue in a strong SE trade wind. Landfalls are always a bit scary especially when trying to match GPS waypoints to photocopies of charts, which were made in 1922. I spent a couple of afternoons colouring in all of our 14 Tonga charts with kid's crayons. They are copies of old fathom charts & difficult to decipher.

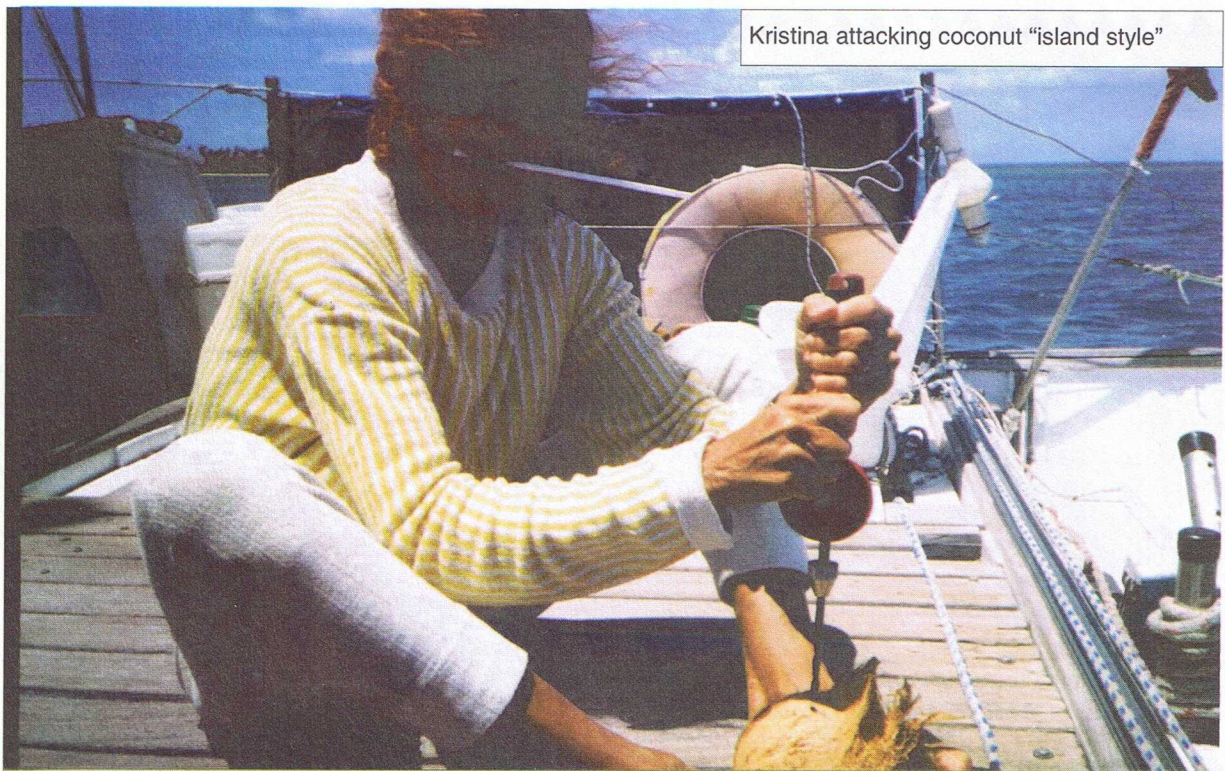
So tomorrow we will hoist the yellow Q flag then report ashore to customs & immigration with the ship's papers, crew list, passports & some dollars. We are hoping not to have to pay 25 dollars each as requested in Palmerston Atoll where sadly we did not stop. We were looking forward to a night or two at anchor half way into our 1200-mile voyage. Crossing this desolate region of the South Pacific we had seen no ships, fishing boats & no dolphins, only a few birds & flying fish that was all.

The scene on our arrival in the lee of Palmerston Atoll was amusing. It is a difficult spot to anchor as close as possible to the fringing reef otherwise it is 600 metres or more deep. We could not retrieve our 15-kilo Delta anchor & chain from much more than 10 metres as Taraipo does not have a windlass. I have been using two chain hooks on lines, which can be led back to the sheet winches if the going gets tough. There is also a 15-kilo Brittany anchor with 8 metres of chain & up to 90 metres of warp, which I hope never to have to use. It would break my back to haul it up using the winches & there is the risk of the warp winding itself round a bomber, the coral pinnacles that can be over 20 metres high. The coral cuts rope easily & I have already lost a nice Bruce anchor in this way. It's a deep dive with the Nitro if it can't be unwound or cut it & lose it as I did. I can only get down to about 7 metres with my snorkel & fins so I guess the big steel serrated knife had to prevail.

As we beat into the anchorage we were offered a mooring & a cheery welcome from a local boatman but it was then that we decided not to stay after hearing how much we would have to pay. Taraipo did an about turn & sailed off over the horizon. We did not mind too much as the best part of sailing is being at sea especially when conditions are idyllic & we had another beautiful day at sea with a fabulous full moon. The 15 knot quartering wind with a big swell through the Palmerston lagoon however did look magic had we been able to afford a pilot through the reef.

When Kristina said that she was not enthralled by the look of the island state of Niue & thought we should carry on I said yes as the anchorage on the reef edge in 20 fathoms looked a bit dodgy & the weather was nothing special. So we hoisted sail again to take advantage of a running wind for the last 250 miles to Tonga. But we made an error for we were then locked in a violent washing machine in 15' waves in the centre of another tropical storm. We were 85 miles short of Vava'u & Taraipo was being torn apart. The forward deck slats popped out of their housings & one of the 24 half inch stainless steel bolts sheared off again during the violent vertical lifts & twists of the seas. Inside our dry living areas we were attacked incessantly by objects like flying scissors, pen knives, toilet rolls, fishing lures & torches that had never previously left their shelves. We had 35 knots of wind all night & it was scary. Taraipo finally spun-out whilst tearing down a wave under only the No 2 jib & lay a-hull for 12 hours. We tried





Kristina attacking coconut "island style"

streaming 180' of warp but that did not help. So it was harnesses on if we wanted to visit the other cabin, me to get some hot food & Kristina to use the loo, the inconvenience of a non-capsizing Wharram catamaran with no accommodation between the two hulls.

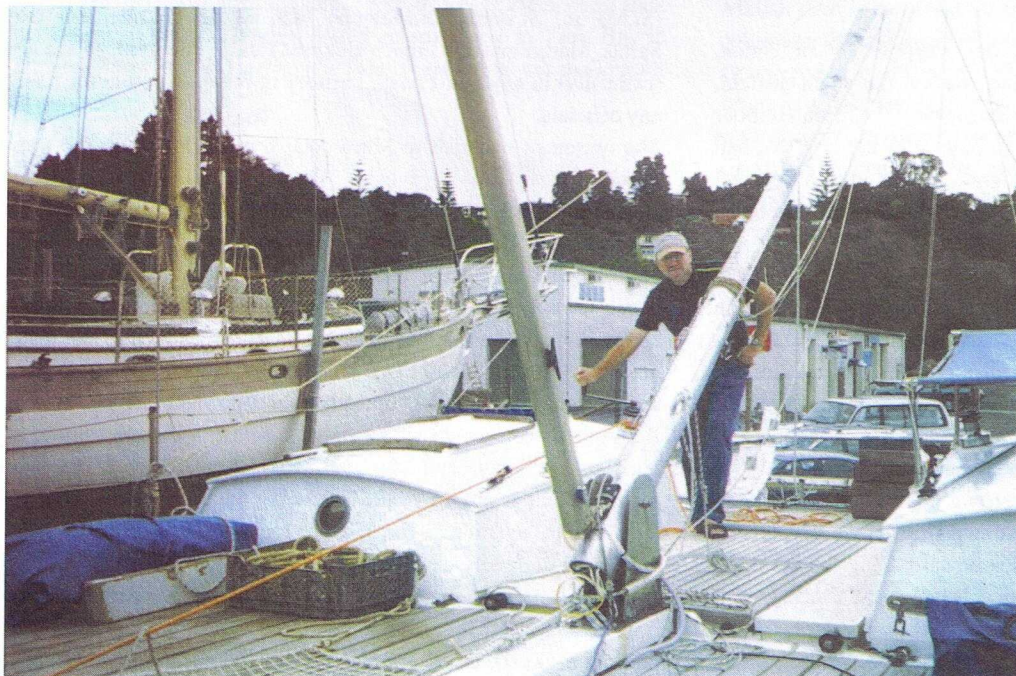
48 hours later, before dawn I saw on the GPS plotter screen that Taraipo was beginning to drift north. So that was cool. The wind had gone south-west, the depression was passing so we hoisted the No2 jib & waited to see what was happening with the squalls. Then followed a blissful 24 hours under full sail broad reaching in long 15' swells with a day long approach round the 400' north end of Vava'u island to anchor at dusk in 8 metres of turquoise water over fine white coral sand & absolute silence, so quiet that my ears were buzzing.

15 September in Tonga.

John



One of Johns red ensigns becoming a New Zealand ensign with aid of blue marker pen. See Sea People #48, page 23 for alternate economic courtesy flags scrap 3mm ply.



John shown mast raising single handed. Using the right gear and a well thought and planned operation keeps things safe and manageable.

Man has been accomplishing seeming miracles by using principles of leverage. Who was it who said "Give me a lever big enough and I'll move the world!"

Fishermen the world over launch and retrieve their boats using nothing but rollers, pulleys and tackle.

Anna Sophia's Carib Cruise

Guenter Zimmerman Tiki 30

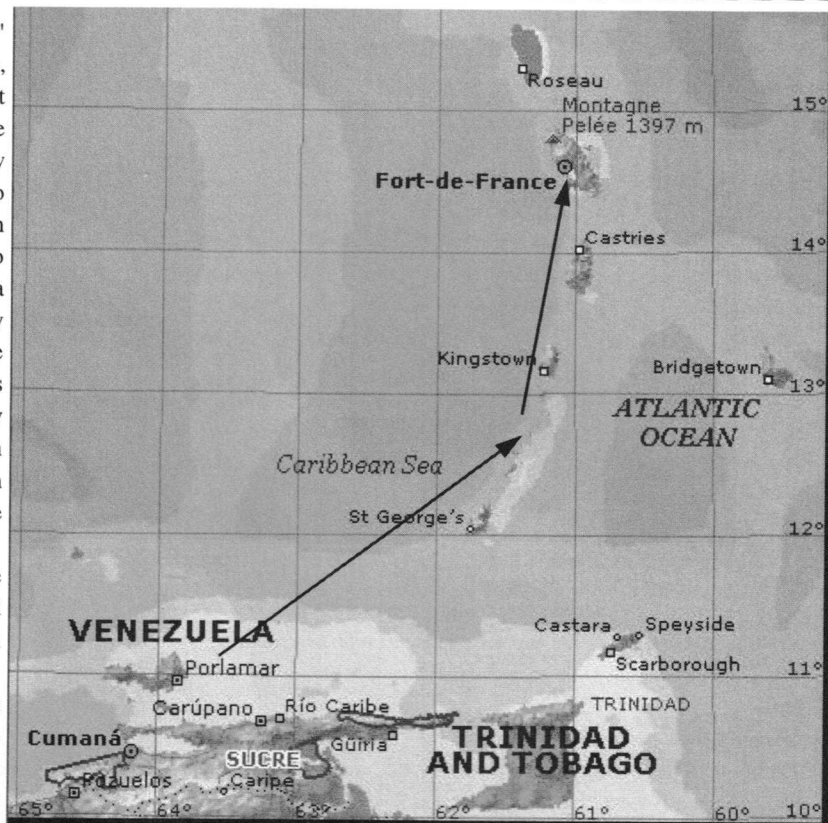
On the evening of Thursday, Jan 13th "Anna Sophia" was finally launched again in the Marina del Caribe, Chacacacare, Isla de Margarita, Venezuela. Next morning before sunrise we set out for Porlamar into the main wind direction(E). We had to break in the new engine, an 8HP Yamaha 4-stroke outboard and had no idea how it would work against wind and current with 1.9HP less than the old engine. We set a course close to the shore to avoid the strong current in the Margarita Channel and so for the first time saw this coast not only from afar. The engine worked perfectly and meanwhile we think it fits better to the boat than the old one as cavitation starts much later when pitching in nasty waves. With no wind and flat sea we could reach 6-7 kn but 5 is enough as we don't want to burn too much petrol (gas). The consumption is not less than with the 9.9HP model.

We stayed in Porlamar for 3 days, bought some essentials like 90 litres of "Polar" beer and 20l of good Venezuelan rum and met a few people of the German "beer club" on the beach we knew from last year.

We were lucky to be here at a "wind window". That means 2-3 days with trade wind lower than 10kn to manage the passage to the Eastern Antilles against wind and current. On Mon Jan 17th at night we left Porlamar with navigation lights off and radar reflector down (although there were no recent reports on piracy). 1 1/2 hours later we finally decided to head for Union Island (in the Grenadines of St.Vincent). The wind was surprisingly from W of N and so we could motorsail with the Genoa for nearly all of the 175 nm (mostly 4-7 kn). At sunrise we spotted the Testigo Islands. In this area we had the highest and nastiest waves as we crossed the strongest part of the current that sets to W. During the second night we crossed areas of heavy rain with next to no visibility but after midnight we spotted the lights of Grenada.

On Jan 19th at 1pm we reached our waypoint W of Union, rounded the island along its N coast, passed the small airfield, rounded the big coral reef that shelters the bay of Clifton Harbour and dropped the anchor into the sand bottom of the bay. We had managed the part of our sailing program of this season that had worried us most in just 42 hours. The log told us that we had made an extra 45 nm against the drift by current and wind.

On the anchorage we came to know Hans Jungmann, an Austrian technician from the Tyrol, ex-officer and "world saver" who lives here on a Prout Quasar catamaran for a couple of years already. Now he wants to sell the boat and start a new life at home. He hates the ideas of Wharram design but liked Gundi's food and somehow even accepted our boat. We would have liked to stay for some time but as a cold front with strong northerlies was coming down from the US (please don't take it political!) we left already on Jan 23rd and had a good sail to windward along the W of the island chain (Mayreau, Canouan, Bequia, St.Vincent and St.Lucia). In the channels between the islands it was astonishingly peaceful, even between St.Lucia and Martinique where we had



been badly hit two years ago on the way down south. 24 hours after leaving Clifton Harbour we anchored in front of Fort St.Louis in Fort de France. It turned out that inward clearance is not possible here in the capital any more as customs moved to the countryside. It took me half a day to travel with bus 1A to a place called Etang d'Abricot and back where customs now shares a new building with the health department. The formalities themselves took only about 5 min. They have one new positive regulation now. Customs clearance is for the whole French Caribbean (St.Martin, St.Barts, Guadeloupe with Marie Galante and the Saints, Martinique and French Guayana) and if you don't go ashore (officially) in any non-French territory in between you needn't see any officials.

The reason of our visit to Martinique was the Wharram meeting Bertrand Fercot was organising. We met him and his wife Marie Helene in Lamentin where he works at the airport (Flight control). We had made friends two years ago on our last day in Martinique and had been in regular contact since then. In their lovely little house on the edge of the airport we could recover from sailing, taking showers, using the washing machine and enjoying their hospitality. Their Tiki30 PHA that was first launched last Dec was an adventure. It is a JWD up to the sheer-stringers. Above it is a Bertrand Fercot design with enlarged cabins, a big deckhouse, a mast on each hull and two junk sails. Actually they are two aeroplane wings put up vertical, showing the close relationship of Bertrand to aviation. (The reason for my fascination of this concept is definitely the fact that I was a glider pilot in my young days.) This rig is perfect before the wind and to windward but on a broad reach where a conventional Tiki rig gives best performance one sail backs the other. I would not like to have to use such a big



number of ropes to handle the sails when out in a gale but this may be just a question of acquaintance.

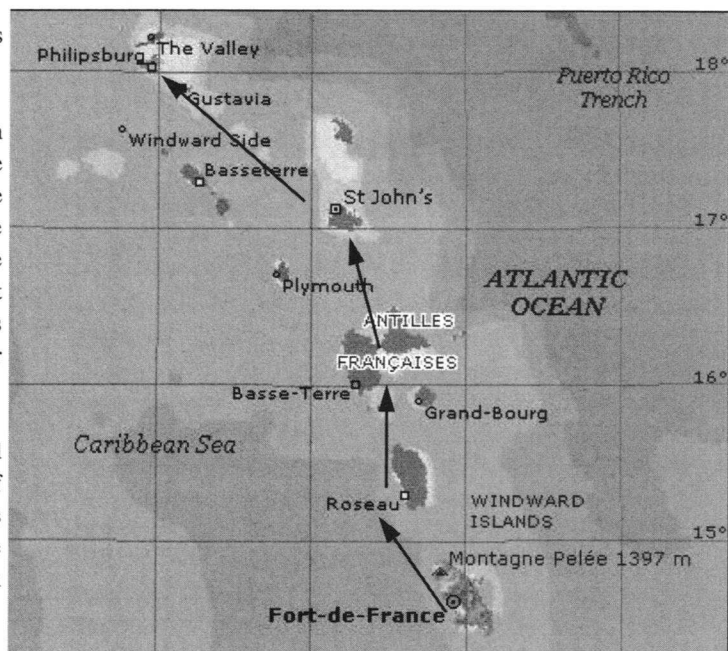
We sailed one afternoon all together on PHA and on Sat Jan 29th with both boats to the meeting. In the bay of Fort de France on a downwind course we had no chance to keep up with the speed of PHA. In the lovely bay of Grand Anse d'Arlet where we anchored we realised that we were the only guests of the meeting as two French crews had just informed Bertrand that they could not come. Anyway it was a perfect event. There was a Tiki26 in the bay built by a young Czech who had sailed her across the Atlantic and then sold her to a scuba diving school.

Two days later we had another pleasant meeting. Ken and Carolyn Loving were at anchor at St. Anne in the south of Martinique. We had met them first in Lanzarote, Canary Islands in Oct 2002 and they had just sent us a mail to find out where we were. We spent a nice evening on their big aluminium catamaran "Paws".

On Feb 2nd we set out for Antigua. On this very day the wind went down and so the leg to Guadeloupe (along the W coast of Dominica) was mainly motor sailing. We reached Point a Pitre the next day at noon. We had to buy a few things here and on Sat Feb 5th after outward clearance moved further into the bay to Pont de la Gabare where we took one of the mooring buoys. The bridge blocks the way into Riviere Salee, a natural channel looking like a river that separates the two parts of Guadeloupe. Shallow draft boats can pass it and shorten the way to Antigua by 40 nm. At the custom office they advertised that the bridge (and the 2nd one further N) now opens also on weekends. At 3:15 pm no bridge opened. A French boat got the message via VHF that it would be closed until Monday morning out of technical reasons. (It was the carnival weekend...) So we had an unexpected rest at the mooring while the wind was blowing from S, a rare opportunity for a fast sail to Antigua. Monday at 5 am the bridge opened and we could pass. In first light we reached "Grand Cul de Sac de Marin", a big area of coral reefs sheltered by a barrier reef further north. We had passed it already in the other direction two years ago. The passage is well marked by buoys. The wind came from NW now and when we left the area through Passe a Colas we had to tack to Antigua while motor sailing with the main. The 40 nm to the S coast took us nearly 10 hours. Then we found an anchorage in Tank Bay in the innermost part of English Harbour where it was too shallow for monohulls.

Antigua became a special place for us. It started in English Harbour, a British naval base from the 18th century, once led by Lord Nelson and now very well restored. Here you find megayachts next to small boats like ours and everybody seems to be happy. The black population is friendly and not pushing like in the more southern English speaking islands. Boat vendors are unknown. A drawback is the prices. They are even higher than in the French islands.

On Feb 10th in the morning I took a bus to the capital St. John where it was possible to get money from an ATM with my bank card. In the afternoon I walked out of town to the airport where I fetched our son Matthias, daughter in law Eva and granddaughter Meret (aged not yet 4). In the evening we were 5 aboard. We spent two weeks together and enjoyed it very much although we had lots of rain as this year the weather is very unusual over here.



The first area we sailed to was Nonsuch Bay on the E coast, named after the first ship that found its way into this labyrinth of coral reefs in the 17th century. The entry into the bay "Rickett Harbour" turned into a challenge as it had to be done in pouring rain and very bad visibility. When the anchor was dug in the coarse coral sand we four adults enjoyed a good sip of rum... We spent two days in this bay perfectly sheltered by the coral reefs until the weather cleared up again. "Rickett Harbour" is situated at the entrance to Nonsuch Bay and as visibility was perfect again we went in. Here we enjoyed the shallow draft of our boat. We anchored in a secluded creek fringed by mangroves and then for two days just behind the outer reef watching the breaking Atlantic waves, both anchorages in less than 6 feet of water.

After a provisioning day in Falmouth Harbour (the twin bay of English Harbour) we sailed to the W coast and went up north as far as Deep Bay, an anchorage just S of St. John. The following day we sailed into the vast shallow coral area off the N coast through Boon Channel (Hanneke/Nico any ancestors of yours sail these waters?-Ed). The surface of the water ranges from a whitish blue to turquoise in full sunlight. If you would see these colours in the catalogue of a travel agency you would take it for a creation of a good graphic designer. But this paradise is a place where "eyeball navigation" has to be taken very serious to find the way around the numerous reefs. Our favourite anchorage was Great Bird Island and after we had brought our guests to the little village Parham (once the island's capital) to get a taxi to the airport we returned and spent a whole week there.

On Sun March 6th we moved to the bay of St. John, managed to get the outward clearance Monday afternoon and left for St. Martin. It was good sailing on a broad reach with 7kn but very choppy in the relatively shallow water. In the morning we dropped anchor in Simpson Bay on the Dutch side of St. Martin. The reason for coming here was mainly to buy some important equipment like a liferaft as our previous had been stolen in Venezuela. The island is truly duty-free and you do get the things you need. As we plan to sail back to Europe from Martinique at the end of April this is very important for us.

Gunter + Gundi



Polynesian Dreams

Damian Pullen/Anne Hallett - Tehini

Some things are meant to happen, aren't they?

Two years ago Anne and I came to New Zealand, having sold our Tiki 21 to buy the air tickets. The first place we headed for after a gruelling flight with our three children (18 months, 5 and 6 years old) was Miranda, about 80km south of Auckland, to recover from the jetlag in the hot pools. At midnight on the first night, we all woke up, wide awake, and we had to creep out of our room in the bunkhouse and head for the nearest town, Thames, to get something to eat. As we pulled in we saw the boatyard, and there was this huge part-built Wharram catamaran sitting there on a bit of wasteland nearby, looking dilapidated and abandoned. "Don't even think about it," I had to tell myself, several times. Luckily there was a 24-hour garage open, and we had a picnic by the war memorial at 2 am, watching people stumbling home from the pubs.

Ten months later we happened to pass through Thames again. By this time we were living in a town about 3 hours south of there, where I have a job as a teacher. "Let's just have a look, shall we?" I said, trying to sound casual, knowing where statements like that can lead. The catamaran, a Tehini, was looking even worse, with graffiti starting to appear, windows broken, and damage inside caused by kids breaking in to drink and smoke dope. The hulls and cross beams were complete, and had been sheathed but not painted. The sun had damaged the epoxy and the vandals had ripped most of the cloth off the decks. It looked pretty sad, although there was no rot that I could see, but we definitely weren't looking for another project, what with 3 children, and the previous boats – also plywood, all rebuilds. If anything, a dinghy. Plus, we live 3 hours away, and it probably wasn't even for sale.

We got home, and I rang the yard manager. He gave me the number of the guy who owned the catamaran. Soon I was on my way up to Thames. The owner had built it himself, and said it had taken him 3500 hours so far. I stuck sharp things in it and rapped on the hull like a real pro, shone my torch in the dark places, asked the questions that anyone who has ever dealt with rotten ply asks... Back at home we talked about it and it seemed even more obvious it was not a good idea. We didn't even know if we were planning to stay in New Zealand, and how would we ever afford to do a 51 foot boat? On a teacher's salary? We would have to resheath the hulls, build rudders, deck, rig, buy sails and engines... it was insane, clearly. The children *would* each have their own little cabin – although they'd be grown up by the time we finished it – and instead of flying back to see our families, which would cost a small fortune, we *could* put the money into the boat and *sail* back to England – via the Pacific Islands... That dream *could* come true! It made sense – sort of, if you ignored lack of time and money.

Anne got on the phone and started low – \$1500, which we didn't even have. The owner didn't slam the phone down, but he wouldn't take less than \$5000 (1700 pounds). We stretched our credit card to the absolute limit and bought the boat. It was Anne's birthday present. I found a picture of a finished Tehini, in the water, on the Wharram website, which we stuck on the fridge. The children were excited. When do we set off? Not for five years, kids. And you might not see much of me until then either.

The next thing was to get back up there and... get on with it. The first thing was that it had to be moved off the wasteland, where they wanted to build houses, and into the boatyard. The hulls at 2 tons each are just about liftable with a HIAB, but they only go diagonally on the truck with lots of overhang, so luckily there were no public roads to negotiate. The driver turned up thinking he was shifting a launch, and looked a bit concerned. Three sweaty hours later we had both hulls in the yard. It is a great yard – nice and quiet, and cheap – \$10 (3 pounds fifty) a week, flat rate. Next to us is a 45 foot steel yacht that had been built by the owner, fitted out and prepared for a trip to 'The Islands' (that's the Pacific Islands to all of you back in Europe) – but it caught fire on the mooring and burned out, no insurance either...

After building a cradle to support the hulls, I gathered scrap tin from the dump and put a roof on each hull. To do that I had to cut the bulwarks off, which was a shame but there didn't seem any way round it, and some of them had been damaged by the vandals anyway. It was the cheapest way to cover it up, and with the roof timbers nailed to the deck it is a more reliable way to weatherproof than tarpaulins when you live 3 hours away. It doesn't look beautiful though, and one day I heard some people walking through the yard say "That thing looks like Noah's Ark", and I can see what they mean. We cleaned all the rubbish out of the hulls, I drilled holes to allow any rainwater out, and I took the broken windows off – and that is about all we have done so far. I'm just gearing up to start making the rudders at home, having made an 11 foot long workbench under an old carport in the empty section out the back of our house.

Everything is big on a 51ft boat. Since buying it, I keep seeing stuff about the benefits of small boats and the advantages of down-sizing – like in the latest SeaPeople which arrived today, urging us to think carefully about the design and be realistic... but we've never really planned anything, things just seem to happen – children, emigration, boats... anyone else out there experiencing life like that? There is a very convincing website – www.openboat.co.nz – read the pages called "Fiji" and "Why an openboat?" and you could be converted. I still struggle with the concept of working on and paying for such a large boat when we could explore the coastline of New Zealand and beyond in a much smaller boat now... but we know that if we want to take our kids everywhere and be able to live on board for extended periods, we need a big boat. If we are going to do it, we need to get on with it now, or they will be too old and so will we! Sometimes it feels daunting to be thinking about the next five(?) years it will take to do the boat. Miranda will be 13, Stan will be 12, and Lily will be 8. They'll be getting on for an able-bodied crew, and they'll definitely need a little space of their own (4 double berths – one for us and one each for them) and a lot of deck too, by then. I will be 42 and Anne will be 41. Will we even have the bottle to do it by then? Who knows, but for now the only way forward is to take it one stage at a time. The boat has been built cheaply, with structural ply, nails and pine timber, and we plan to continue in that style – no frills, a basic sailing raft. It's the only way we'll ever be able to afford it!





This is how she looks at the moment – those are the deck beams on the ground to the right, and that's the burned-out steel boat on the left. One hull has more headroom than the other – no idea why.

It all *feels* right. New Zealand is surely the spiritual home of Whar-rams – all the boat names are from the Maori language. There's a kid in Stanley and Miranda's class called Rongo, they go to school on the 'pahi' (bus), there are tikis (pendants) round most peoples' necks, and there are people sailing traditional double-hulled canoes with crab claw sails from here to the islands. It seems right that we are building a Polynesian-style 'waka' (canoe) and with luck I might get someone to paint some Maori designs on the hulls, or even carve some proper figureheads... but first, those rudders.

Good Luck guys! Keep us posted on the progress! Ed

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This is how we moved the boat to the yard. The spaceship in the background used to be a house.



Time for a Tuneup?

Ben Mullet Tiki 30 "Pilgrim"

THE VALUE OF CURRENCY?

No, not the sort that we spend...

This is the sort that concerns pilots, and should concern all of us who drive, ride or sail, in varying degrees.

When there is an air accident, a major element in the report is how many hours the pilot has flown overall, now many hours on that type of aircraft, how many in the last 90 days, and how many in the last month or week.

Accident statistics for aircraft have been studied carefully for nearly 100 years, and they show clearly that after any layoff it is a very good idea to re-validate one's skills before flying off into the sunset with the family aboard.

This may be as little as a few circuits, or as much as a couple of trips with an experienced friend in the second seat, or a check ride with an instructor. For airline pilots the latter is not optional, it is mandatory!

Even private pilots need to revalidate their ticket after a long enough layoff. Hence the need to "get some hours in" or "keep the hours up" to stay current by the book.

As I now drive cars less and less I find I am more prone to mis-judge some aspects of roadcraft, especially after a long period afloat - and must make a conscious effort to re-establish the reflexes that I will need.

When our Olwyn passed her test, I felt it a good time for me to take another "test" with her driving instructor, an excellent chap. After all, I'm pushing 60 now, and no longer driving 35,000 miles a year, but still need to thread Millie the Maestro through the motorway traffic from time to time. Beware the Sunday Driver - we all know that from experience.

So what's all this got to do with sailing?you may reasonably ask.

It's the same principle - after a winter (or other) layoff, the boat, skipper and crew will surely need to do some work before going sailing seriously, and most of us spend a goodly part of our life being "Sunday Sailors" unless we are very fortunate.

You would check that the main halyard runs freely, wouldn't you? OK, now check out the individual on the winch! Practice makes perfect.

Some of you know that I do tend to sail a tiny bit competitively - it's not really racing, I just love to get the best out of Pilgrim, and take an unholy glee in seeing off monstrous monohulls in our tiny self-built cruising catamaran - we can do it both on and off the wind in the right conditions, thanks to our wonderful sails and the cunning design of boat and rig.

One time we had a barbecue going in a cockpit box, and the tiller pilot on, with me in my raggedy cut-off shorts and sandals drinking from a 1-litre beer tankard. Disgraceful behaviour...

What really upset those mono-mariners was my cheerful enquiry as we sailed clean past their fifty-footer

"Did you build it yerself, then?"

Which I thought was a fair question, but seemed to cause their reefer-jacketed skipper a mild case of apoplexy. You could have used his face for a port light, and his crew enjoying the joke only made it worse. Our parthian shot was "Well, we did!"

Some of these big monos (but not all) are helmed by real sailors, whose ability deserves respect - and who enjoy a drink and a good yarn with the best of us - these are the first to come pounding down the pontoon to examine Pilgrim for concealed 100-horse engines - then fall over laughing at the sight of our 5-horse Johnson which is long overdue for replacement.

Biggest catches to date include some large Oysters, whose annual marina bill is comparable to the price of the materials we bought to build Pilgrim.

Despite all the above, I find that it can take me up to a week of daily sailing before the skill to reliably find the 'groove' that Pilgrim wants to sail returns at full strength. Equally, my weather sense falls off when ashore (or abroad) for long and it can take a while to return at full sensitivity.

The sharper the edge, the sooner it is dulled - so your sharpest sea skills (balance, sail trim, sextant, DR or sextant calculations?) can be the first to be blunted. Which one affects you the most?

Please beware of charging out to sea with the boat all ready, and the crew (which includes you, Skipper) semi-prepared. A few days cruising the creeks or day sailing is pleasant, and more likely to recover your "sea-legs" in good order than by banging out into Biscay on the first day afloat. Leave when you are ready, not before.

The boats we sail are truly marvellous - Pilgrim can handle sea states that I never want to encounter again, but I owe it to my family, to myself, and to Pilgrim, to ensure that I am in good shape and ready for sea. So nowadays I take it very easy when going back to sea after a layoff. That's the value of currency. What think you?

My thanks to James and Hanneke for suggesting this article.

Ben is no longer current on a number of vehicles, including racing hovercraft, trail bikes and the pogo stick.

He has not been entirely idle lately - see www.BRAGgroup.com

Ben



Tirla's Pearls (of Wisdom)

John Whalley Pahi 45 "Tirla"

Ben's article jogged my memory about an article that John had sent Ben shortly before his passing away. Ben recovered the article after his hard drive problems and passed the info onto me as current editor. Along the lines of Ben's article, knowledge is a varying subject, there's nothing like personal experience, but the experience passed on by a knowledgeable, experienced sailor is to be savoured and treasured—hope you agree — Dave

I was thinking about the things that work best on Tirla which Wharram builders might want to know about and perhaps build into their boats or travel plans before completion. Herewith some unstructured comments.

Anchors, anchoring and docking

We find that five anchors are just enough! 2 Delta, 2 Fortress and one large Fisherman. I have 40 metres of 3/8 chain on the main Delta which gets weighed down on the sea bed quickly. We can add 150 metres of multiplait onto that. The Fortresses have 40 metres of multiplait line each, and while they are the best in a straight pull they don't reset well. They are perfect for stern-to mooring as I can control them (as they are on rope) from the helm position, with the line led from the genoa winch to the stem roller. I then take the boat in astern feeding out the anchor rope, via the genoa winch, situated by the helm position. Fae waits on the passerelle to jump ashore with ropes. Make sure you can mark your anchor with a solid buoy in locations where required. Fishing boats just eat up the plastic variety! Our marker buoy is on a line with a small rock on the end. That stops your anchor being hauled up when some kind soul runs over the buoy! Make sure you can get the rope's "bitter end" on deck to cut when a 20 metre power boat sets off at speed with your anchor joined to his!! When using anchor rope we have a 28lb "chub" weight usually some 3 metres out "looped" onto the rope to lower the entry angle. This helps to get the depth so passing boats go over the warp and it also reduces "snatch" as well.

We carry four metal spring loaded anti snatch coils and 4x1m mooring chains/ 2x2m rock chains.

A passerelle is vital, it needs to be as long as is practical and able to be quickly dismantled and to be set at various heights. We use the mizzen gaff hoist. Passing wash and "snatch" from swell has damaged many a boat we have seen, so put as much distance between the stern and the quay as practical.

We have two huge defender and two large Avon inflatable fenders, these have saved the boat from several types of damage; fishing boats rubbing alongside, charter boat collisions etc and are capable of going into each hull end in the event of the ultimate storm! Our other fenders are small with solid "innards" (expensive but have shown no wear in three years) plus three very large round ones.

Rig/rigging

On Tirla's masts we have a set of stainless steel "tri" supports at the base. They are excellent for supporting the mast in the event of breaking one, which we did and nothing came down on deck. Also we attach snatch blocks to them on ropes to get a tighter jib angle when needed. Many odd ropes are also secured to them. In huge seas they would stop the mast jumping out of its step. Highly recommended addition

Our Tiki Rig is easy to use. We prefer the booms both of which run off twin mainsheets and have four securing positions. It is simple once set up and gives total control of sail shape which in my opinion is vital to get the best out of the rig.

Ensure all masts have spare halyards.

Water storage

Flexible tanks, we carry three 200 litres and one 100 litres. One 200 is kept as spare the other 2 are below the floors port and starboard and carry our potable water. The 100 litre tank stays in the cockpit area and we can fill either port or starboard tank from it by capillary action

NEVER HAVE INTEGRAL TANKS THAT CANNOT BE REMOVED.

Soon I'm going to add a large inline filter to go onto water pipes BEFORE incoming water enters the tanks. It may need an electric pump to ensure sufficient pressure is present. By doing this we will avoid taking on board the algae which grows in the quayside plastic water pipes. Having separate tanks is a must as currently much "town" water in the Med "tourist season" is partly salty. This way you can wash from one partly salty tank and keep potable water in the others. Very often it is possible to obtain "sweet" water (ie potable) from town fountains which are fed from springs in the mountains. Our Pur water-maker has proved extremely useful and uses some 4 amps providing 5 litres of perfect water an hour.

Use plastic washing baskets for storage, we have 38 somewhere aboard!

Electrics

Build in an efficient 12 volt ring main. Use only gel batteries. Bury the fridge in acres of insulation and have a salt water tap at the sinks.

Make the most of solar panels. We have 4 x 30w set 1" above deck on strips of teak and a 75w movable unit.

Get a towing generator, our Ampair 100 gives us one amp per knot with little loss of speed.

Always use trip fuses rather than carrying loads of fuses.

More in upcoming issues...





Hanneke and James were very pleased with the way she sailed, in the admittedly light conditions and handled well in the somewhat confined conditions.

Also, when out for your maiden sail, it's good to have enough, strong crew ready to paddle you home as and when the wind fails

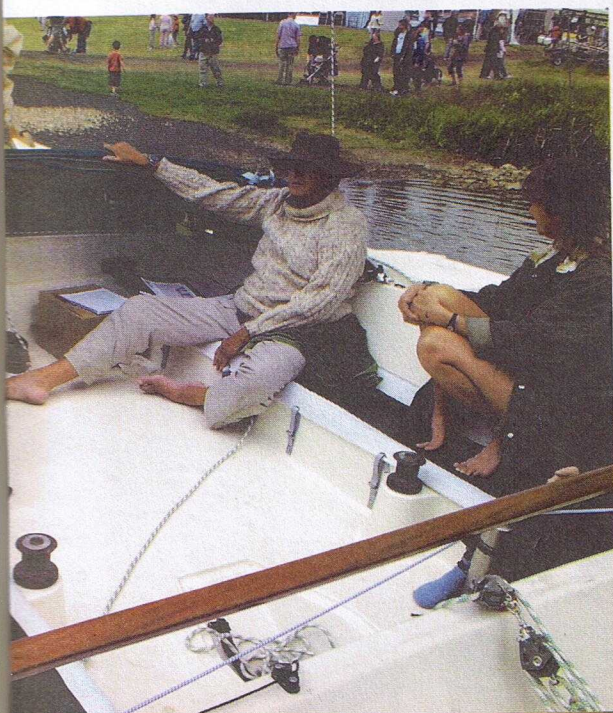


Tiki 8 metre makes it's debut at Beale Park Boat Show, Reading.

James & Hanneke attended the Beale Park Boat Show, June 10-12th to present the first Tiki 8 metre built by Multimarine Composites Ltd.

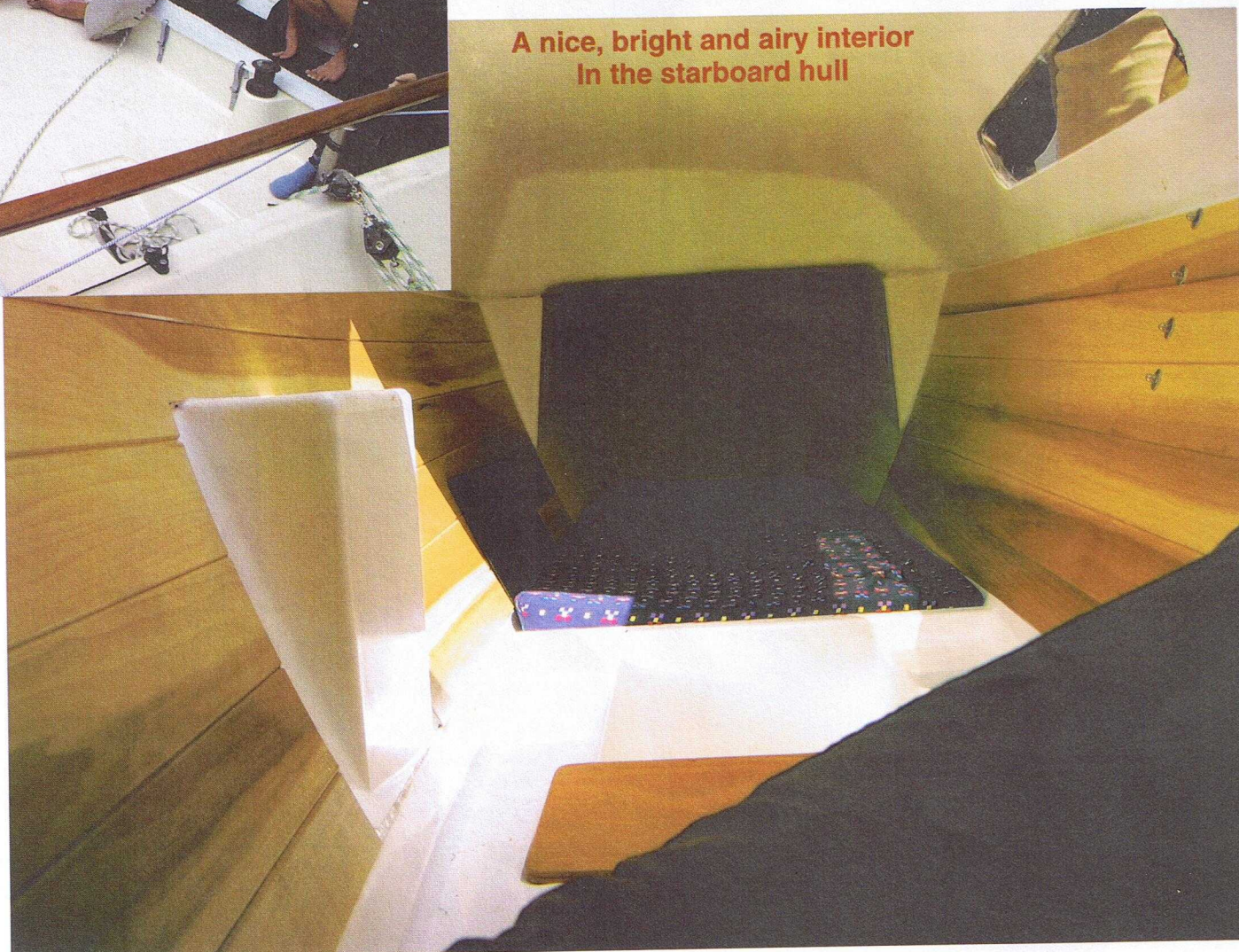
A number of PCA members attended the show. Ken & Anita Hook met Nigel Dyer, Adam Claridge, Paul Brown and John Rees on the Sunday. Paul Barnett & Anne had attended on the Saturday. Obviously a popular event for PCA members. Let us know if you were there also.

The PCA will consider a stand there next year.



Mast step integrated into the mast beam is a new feature on the 8 metre, as are deeper section crossbeams.

**A nice, bright and airy interior
In the starboard hull**



PCA Summer Meets

There's a number of new meets or meets in their infancy that really need members to attend so that they get a chance to blossom as the more established meets have. Some of the meets are the efforts of a single member. If you see only one person listed and you feel you can offer any help—an additional host boat, you fix up a mean barbeque etc; contact the host and see if they could use a hand (probably will). So go on, get your boat spruced up, plan on seeing your dreamboat in real life, get to go sailing on one of them and get to meet the other Sea People that make up our community.

To-date, only 2 boats, Sundowner (Gerard Janssen) and Sue Mandy (Dave Brooman) have expressed interest in the proposed anniversary cruise to La Coruna with about 6 crew (Claude Borde, Ken Hook, Pauline Leach, Gordon Walker, Gerald Winkler and Keith Williams) interested in berths aboard. Anyone else?



EUROPE

Maasbommel, Netherlands

July 29-31

Contact Dave Peak

Jersey, Channel Islands

July/Aug

Contact Dave Yettram

La Rance, France

July/Aug

Contact To Be Announced

Neusiedlersee, Austria

Sept 17

Contact Gerald Winkler

Brittany, France

July/ Aug

Contact To Be Announced

USA

East Greenwich, Rhode Island

Aug 05-7

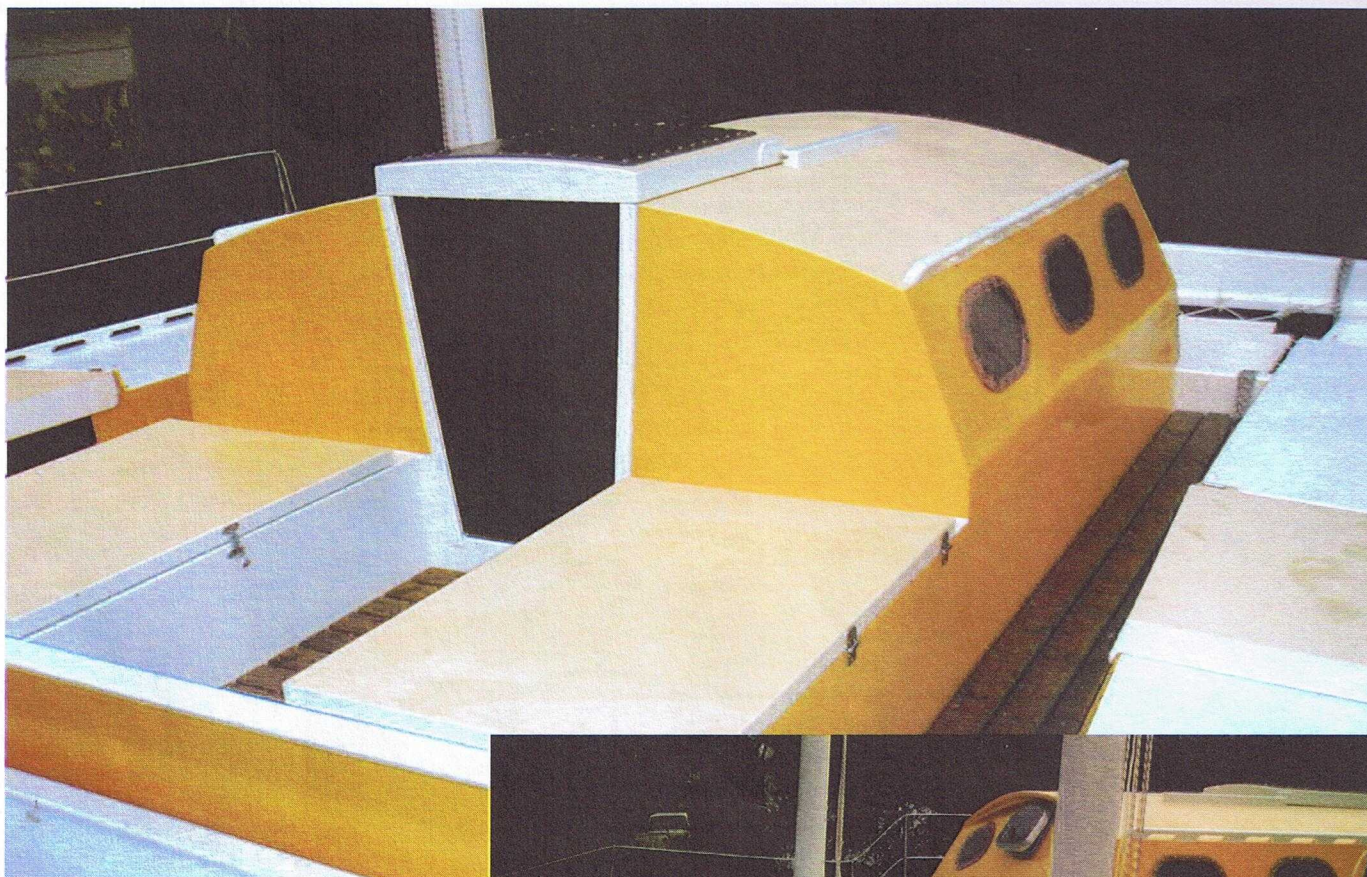
Contact Ann Clement

Oxford, Chesapeake Bay

Oct 21-23

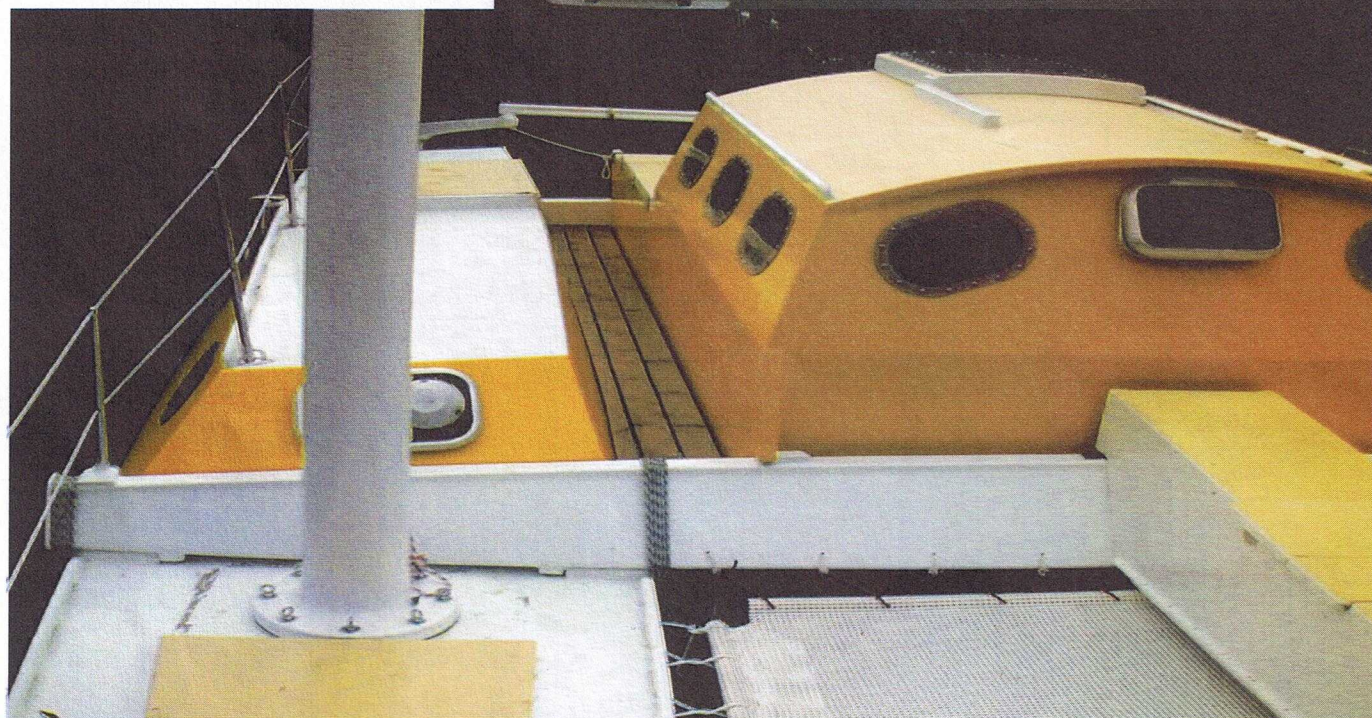
Contact Ann Clement





Some of the features that Bertrand designed in are shown in these photos. The increased headroom in the pod, the walkway alongside the pod to go forward with ease and safety, the big cockpit seats/lockers for lots of storage and the free-standing nature of the rig. Bottom picture shows the big anchor stowage box at lower right corner.

The boat is built to standard JWD design up to the sheer-stringers.



PHA—A different view of a Tiki30

Bertrand and Marie-Hélène FERCOT

Dear friends,

Here is a short presentation of why we built PHA :

In Brittany in 1998 in expectation of living on a boat for my retirement we began to build a TIKI46 (N°2) . Two times we've had the possibility to sail on mono-hulls with junk rig during meetings of the Junk Rig Association and we became very enthusiastic with this rig. Since March 2001 for my job I live in Martinique (each Summer I come back during 5 weeks of holidays to work on our Tiki46). After having sailed for a few months on an old Etap 28 (monohull), we decided to build a Tiki30 in Martinique in order to check if the Junk rig with one free mast on each hull works well on a catamaran with the intention to have the same rig on our Tiki46. Initially I planned to build the Tiki30 in one year in 1000 hours according the estimation time of the Wharram booklet designs.

We started the building of our Tiki30 in January 2002 and we launched her only in December 2004 under the name "PHA"; 3 years of work during the week-ends and after my job during the week. So I estimate the total of work with the help of my wife and children at about 3000 hours. We had some problems to get the wood we wanted but with a lot of patience we've got a beautiful and comfortable boat with her central cabin and her two free mast holding a twin Swing wing rig (advanced junk rig).

After almost two months of sailing during the week-ends, one week of cruise to Dominica, Les Saintes, Marie-Galantes and return via the Atlantic Ocean and a windy week-end in sailing in winds up to 30kts I can say she sails very well with a good ability to sail against the wind and to tack. I'm a beginner and I now have a lot of tips to learn about this rig and to make adjustments to improve it. In two years with my wife we'll sail back toward the Brittany on board "PHA" and we'll finish to build our Tiki46 according to our experiences with "PHA"

As we went to press, I received an e-mail from Bertrand that he had finally received the change of a job back in Brest and Marie-Hélène and he would sail "PHA" back to Brest! - Ed

Some of the modifications from the standard Tiki 30 that we made and why are listed here.....

Hulls: in order to have a better room over the berths I kept the roof almost horizontal so that it's possible to seat anywhere on the berth (I'm 1.90m tall) and to have a view and a ventilation with an opening hatch in front of the cabin above the beam. I added one escape hatch under each hull entrance and put pieces of foam on each extremity of the hulls for the buoyancy.

Anchor box: In the center between the first and the second beam is a box for the chain, rope and anchors with a manual windlass fixed near the cabin.

Pod/cockpit: we chose the pod version with modifications. I preferred to have the cabin and the cockpit made in one piece with the same width (2m). All the bottom is curved so it's possible to have some room under the seats with a ventilation for the mattresses and the strength of the bottom is increased. The cabin/cockpit is laid on the beams 20cm higher than previously above the water. The engine is not in the center of the cockpit but under the starboard seat of the cockpit fixed on an adjustable support. Under the port seat is a big locker for life-raft, life jackets and wet locker. As the cockpit is deep, I made a higher floor in slatted wood and it's possible to put some jerrycans of fuel under this slatted floor. The cabin/cockpit is laid not on the bottom of the beams, but on the top, so it's possible to clean the beams. Inside the cabin is a big room of 2m by 2m. Abeam on the front there is a seat of 2mx0.80m and a seat of 0.70m on each side, so it's possible to have a big berth of 1.5mx2m abeam the cabin. At the starboard entrance I'm making a little navigation area and on the port entrance it's possible to have more accommodation (during long cruises it would be possible to put a single heater to cook). I added so in the bottom at the entrance an escape hatch.

Between the hulls and the cabin/cockpit is a horizontal slatted floor, so that it's possible to walk easily and to sit on the roof of the hulls or on the seats of the cockpit to handle the rigs.

Stern trampoline: at the stern I put an old aluminium mast as a beam in order to have a stern trampoline.

Beam fixings: I preferred to put the cross beam lashings of the TIKI38/46 instead of the standard belts fixed over the deck.

Rig: I put one free standing mast in front of the main beam on each hull. The foot of the masts are fixed on the keels and the masts are bolted on the decks. The masts are made of strips of wood glued with epoxy and reinforced with glass cloth outside. The rig is a Swing wing rig : an advanced junk rig designed by Sunbird Marine Services with a double sail around wishbones + articulated battens. All the line coming from the foot of the masts is handled behind the main hatch of the hulls. The sheets are fixed at the end of the cockpit. It's possible to reduce 5 panels on each sail. There are no shrouds, so it's easier to handle the sails even with the wind abeam or from the stern.

Detailed drawings and photos the building of the cockpit-cabin and of the free masts can be made available upon request from Bertrand.



Hints and Tips

Peace IV Build – Recommended Suppliers

You asked for our opinions and experiences re the various suppliers we have used during the build of our TIKI 46 over the past four and a half years. Well, now that the rig is up and our final survey has been completed, I will take a short moment for a reply.

Mast Because of Neville's skin allergies to epoxy, the masts were made for us by Noble Masts of Bristol (Wesley and Richard Mason) and they were beautifully made and are real works of art. It has been a complete pleasure dealing with that pair of craftsmen. They went way out of their way to assist and encourage us including allowing us to use their workshop to fiberglass and paint the masts ourselves. Their number is +441179297450 and they say they can send masts relatively cheaply anywhere in the world.

Running Rigging All our rope came from Mr. Splice down in Dorset. He deals in Marlow rope and he was another excellent supplier who took care to get the orders right and all his shipments were carefully and promptly made and the materials were just what we expected. His prices were also the lowest we could find by far and the rope is of good quality. A known product.

Standing Rigging We showed the lower swages (from initial supplier) to two riggers and also to Bristol Wire Rope Products and consulted our surveyor and the work was determined to be of poor quality and not acceptable. All our dealings with the very professional people at Bristol Wire Rope Products have been good and their work is excellent so that would seem to be a better contact for builders interested in Norselay. Bristol Wire Rope Products +1173730464. The Norselay plastic covering looks nice, but we will go for galvanised, just plain "galvi" next time.

Webbing

For free high strength and load tested webbing, go to your local supplier of plumbing pipe. All pipe is delivered using webbing to tie it together and it can only be used once these days because of safety regulations. It is unbelievably strong and similar to what seat belts are made of. We find loads of jobs for it. Maybe netting can be woven of the stuff. Our own netting was bought from Edwards Sports Products in Dorset. It is High Density Black Braided PE and we got more than enough for the whole boat for 67 pounds. Wharrams liked it enough to get some for their own boat. Edward's e-mail is sales@edsports.co.uk.

Dynema Rope The telephone company in Britain uses Dynema rope covered in yellow poly to pull wire through the pipes that protect phone cables under ground. This is used once and discarded but the Dynema inside is still very good. A friend got a car load of this all in a tangle and three of us spent a rainy day putting it on discarded reels previously used for welding wire. When we went down to see the boats preparing for the famous Round Britain Race, we saw that many of the multi hulls were proud of their Dynema lashings because stainless fittings are now seen to be more likely to fail and we smiled in agreement and studied how they used the stuff. It is non-stretch and will not stand up to chafe,

so you must use it with care, but we have found many places where we are able to use it.

Avon Bolt Company here in Bristol, has supplied excellent marine quality stainless steel fittings at alarmingly low prices and they have been a pleasure to deal with. +44 1179877742.

General Outfitting Our best supplier for cost seems to be the local scrap yard. We have found excellent stainless steel scrap of marine quality there and even Gibb snap shackles costing pocket change. A friend has gotten new hatches and anchors there and the electronic switches on discard electronic equipment are good to collect for spares. Our scrap yard has a lot of military discards and the name of our boat is PEACE FOUR so it is a little bit of "swords into ploughshares" activity as well. We made our stern ramp out of a scrap alloy scaffolding to save building time and it works well for us. Some of that scaffolding comes complete with a built in ladder but we did not know that in time and got one without. We strengthened the scaffolding with rivets where that seemed useful. We also have a friend who is a toolmaker and he gets scrap stainless of marine quality from the scrap bin at work.

The Wharram Design team has been a complete pleasure to deal with as we worked together to get the bugs out of the plans (ours is sail number one of the TIKI 46 range) and make appropriate changes in the build process. After more than two dozen site visits by various members of the design team, we must say they are a happy bunch of people who do their utmost to assist the home builder and to protect your hard earned money as well as preserving your very life at sea in these well designed boats. We are sure that our difficulties with rig measurements were honest errors and actually we are pleased that so much of the plans went so easily from the paper prototype plans to the present boat. We had expected many more errors. Our very picky surveyor was completely impressed with the boat and gave us an excellent report and surprisingly high valuation. Everyone who visits seems delighted with the finished product.

My dear husband has carried this project through to the end after all these years of effort. Much of the time we have been exhausted or stiff and sore and lots of the time I have been nearly kicking and screaming with frustration or worry or over work instead of sailing, but he has kept it all going.

Good luck to all builders. From the end of this project, we can finally say it is possible to complete the job even with medical or supplier delays and I must say that when we sit out on deck with friends in sunshine and warm breeze while we watched the harbour traffic going by. Very nice indeed.

Ann & Nev (Clement) "PEACE IV" - Tiki 46

There were a number of problems (large and small) experienced in the build which incurred some major time impacts, plus some other problems that may have been due in part to this is/was the first Tiki 46 and teething problems with new designs should always be factored in.



Hints and Tips

Our boats Our dreams

Hello to all weary boat builders, I have just phoned up and spoken with several folks who have let their magazine subscriptions lapse and learned that the number one reason was that they had not completed their boat building project. Their boat dreams were not going to come true for whatever reason and it broke my heart listening to their stories. I wish to address this issue to prevent it happening to you.

When Nev and I built this boat, we had many troubles including financial distress, allergy to epoxy, my homesickness for the sea, having to destroy our first lower hulls because the top grade marine plywood was not laminated properly, and stress of building such a big project with just the two of us working most of the time. The trouble with the ply has been written up in the PCA already plus ways for you to avoid it. **Inspect!**

The finances were addressed by a family loan at kindly rates and has since been paid off. Bless family!

The epoxy rash was simply endured with lotions and potions that mostly did not work. If you are prone to skin problems, think carefully about buying a used boat or having one built for you. At least use MAS epoxy with the slow hardener (which is less toxic and has no amine blush) and use every kind of protection you can lay your hands on right from the start or just do the carpentry and have others do the glue work for you.

*****Everybody you know or meet will be interested in what you are doing. Find ways for them to help you. Do not turn away any help. We were helped most by a nine year old boy. Another great helper was an older guy with difficulty even walking. People want to help you make your dream come true. They need to add their work to make it happen. It brings them joy. Share the work with them. But do not let drunks climb ladders!*****

Take a day off to be with your sweetie from time to time. We did not do that and it was hard on me to be constantly working 7 days a week. Even an hour just sitting together not thinking of the boat would have helped.

The PCA and it's members can help in a number of ways in making our dream boats come to life.

The PCA as an organisation can probably negotiate better prices than individual members (unless of course you negotiate a wholesale account discount). I predominantly use SP resins and have negotiated the following prices for a typical Tiki 26 builds basic materials—price is less VAT and shipping (April 2005)

- * 150kg of resin and hardener - £ 744.48
- * 80sq metres of fibreglass cloth - £ 80
- * 31 sheets of BS1088 marine ply - £ 532.43
- 4mm(2), 6mm(23), 9mm(6), 12mm(1)

****Contact me if you need help pricing materials for a UK/Euro build!**

All members — As a member, if you know of a stalled project, please try and contact the builder. You could help the current builder, a future builder and the incomplete boat and all who'll sail in her in the future! You could advise that a years membership would give them a target audience to advertise the boat in the ditty bag section (both print and online version) for just the price of the membership; plus seeing the new look magazine in colour.

Find ways to contact other boat builders in your area to share work, ideas, purchase of materials in bulk etc, and encouragement. The encouragement and sympathetic ear will help most of all. Phone, e-mail, web chat rooms, and the PCA are all available to you. Ruth Wharram gave us a much needed boost when we felt most discouraged.

Work a little each day even if it is only gluing in a tiny piece of wood. Get your boat work close to home if you can. If the big parts (hulls) are not close to home, you can make good progress with the smaller pieces like beams, pod, deck boxes, rudders, tillers, etc in the back yard, garage, spare bedroom, or even in the living room if necessary. A friend has his catamaran in his living room and uses it as a coffee table when not working on it. This lets girl friends know his priority!

Take your wife into your project. Fillets are just like cake decorating except there is no licking of the fingers after. Practice with creamy peanut butter to perfect your technique. Complete directions are in the plans and she will likely do a tidy job for you. Thank your wife for her contribution. Read that last sentence again. And again.

When we had the boat done, launched, and sailed out of Bristol Harbour towards the ocean, our lives changed completely. The entire dream came true. As the boat headed out to sea, we became people of the sea once again and land cares were left behind. There is so much complication to living on land, so many keys, bills, worries, and nonsense. The simplicity is found offshore and friends say I almost light up and glow in the dark when leaving harbour. It is because we only have natural things to deal with out there. Nothing is fake. The harbour times are halfway between living on land with all its frivolous and stupid regulations, and life at sea with its freedom.

Believe me when I tell you to keep working because the finished boat is worth it.

Love, Ann and Nev (Clement) PEACE IV Tiki 46

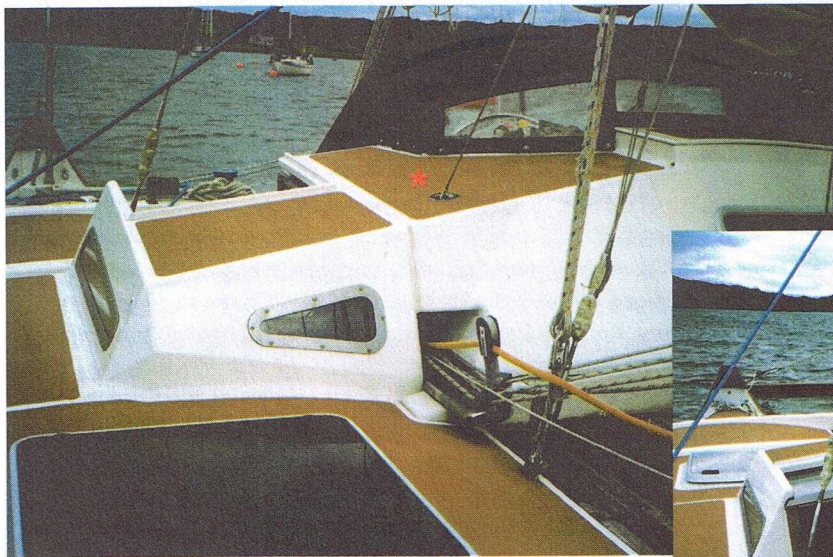
Members building — Advertise that you would welcome helpers on your project. On my rebuilds, in exchange for working on my boats I generally offer refreshments plus teaching techniques that helpers can transfer to their projects once they get started.

Members planning to build — Offer your help through the Ditty Bag. Most builders welcome help, be honest on your capabilities, you'll learn how important mixing of the epoxy is, temperature and humidity concerns, construction techniques and labour saving ideas.

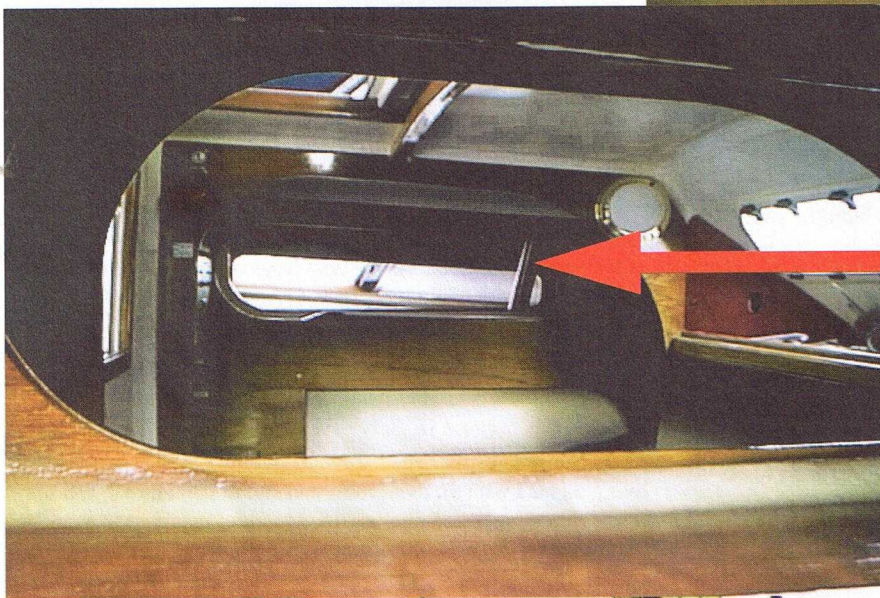
Additionally—The last year I've been investigating the possibility of registration for VAT/TWV (european members know of this 15-20% tax). If the PCA acts as a purchasing agent for european builders, the PCA would be able to reclaim the VAT and invest in possible tool rental/purchase and even building site possibilities. Members would still receive a VAT receipt for boat registration needs.

Dave Peak (PCA Vice Commodore)





Part 1 of this photo essay can be found in SeaPeople #59



3. An internal view across the original deck pod towards the port extension and sliding hatch. The 50mm diameter stainless steel tube (arrowed) is the waterproof 'sleeve' that carries the aft lower shroud through the structure. It has an angled 'top hat' to suit the pod roof surface. Externally, it is marked with * in top photo, as it exits the pod roof.

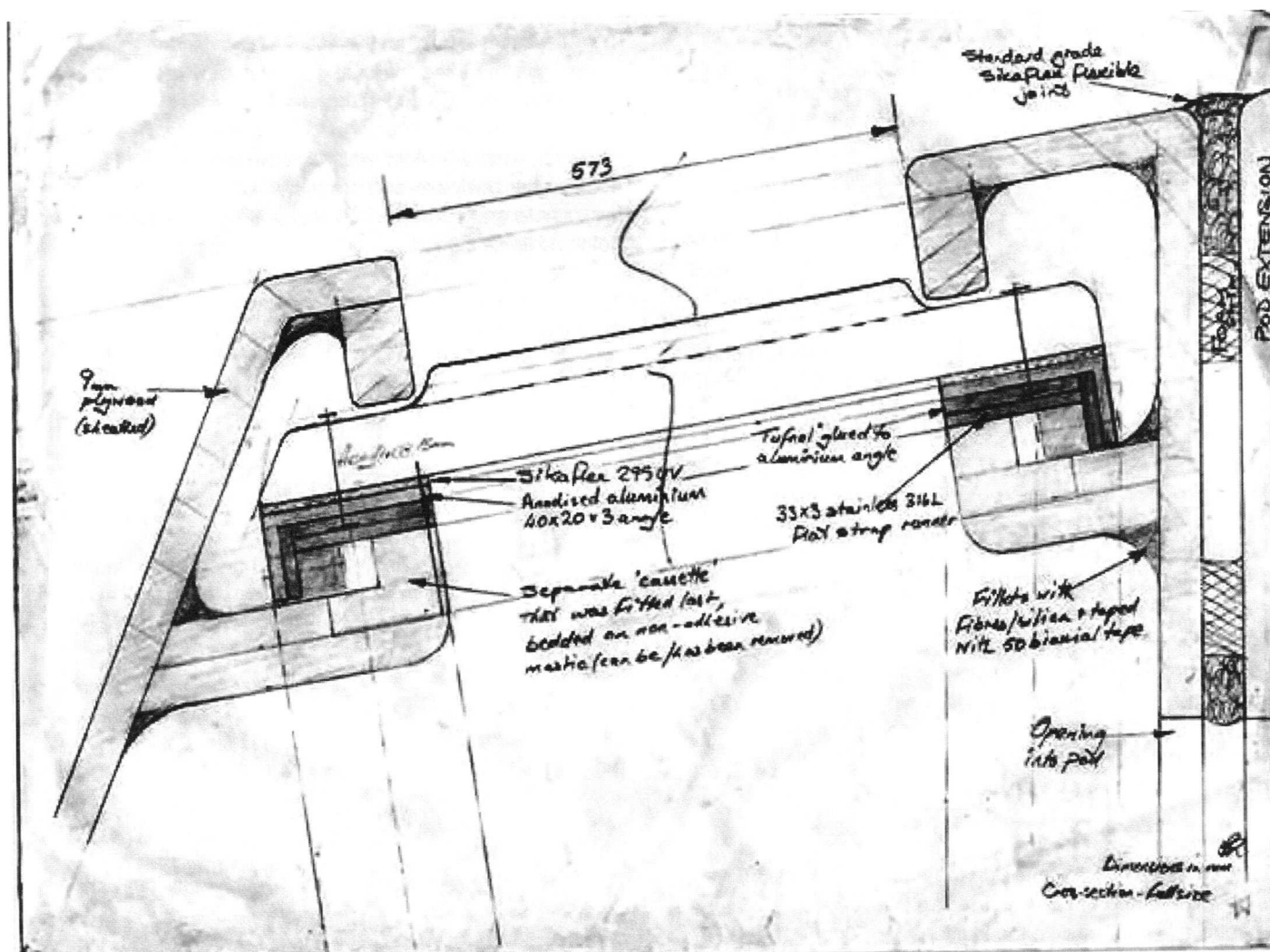
Below is the finished pod in all it's glory. As a Pahi 42 owner, I'm hoping to get up to Scotland and see it in the flesh! - Ed



Extended Pod for Pahi Peter Richardson Pahi42 "Toroa"

1. Custom made portlights are added to give all round monitoring from below. The frames were made from 316L stainless flat strap to match the dimensions of the other fitted (anodised aluminium) portlights. The inner and outer frames are attached with interscrews sandwiching 9mm acrylic bedded in UV resistant Sikaflex between them. The flexible joint is clearly visible between the pod and cabin top.

2. A later modification was to move the intermediate shroud baseplate outboard by 100mm to re-establish the inner genoa sheeting position. The sliding hatch is fabricated from unequal aluminium angle, welded and anodised. The 12mm acrylic is bedded on black UV resistant Sikaflex 295UV. The 5mm dia interscrews were fitted into oversize drilled holes to cater for expansion.



As a Pahi 42 owner, I am awestruck at the quality that Peter has invested in his Pahi, in both planning and execution. It's something I hope to get around to replicating on my boat. Has any thought been given to including this extended pod feature in with Pahi 42 plans or as an option? Either from Peter or from JWD? Ed

Hints and Tips Dave Peak

One advantage of living aboard is that one gets the opportunity to get to know the individuals that live and work on the water. Whilst living aboard on the Sassafra River in Maryland I got to know and talk with some of the guys working in the boatyards and picked up some tips. Here's one that'll save you an hour of a mechanics fee of £30-40 on your next outboard service.

Tune up in a can!

Before setting off south for Florida and the Bahamas, I asked one of the mechanics about getting a tune-up for the 25hp Mercury outboard. He advised me against it but suggested I stop by after lunch when he would be tuning up a similar size outboard, when I could see what was entailed.

At the appointed hour, I arrived and Rich fired up the engine, clamped into a 50 gallon drum of water, until it was deemed to be warmed up. Using only a small spanner he removed the flame arrestor, the engine was revved up to a fast idle of about 1800 rpm and he took a can of "Engine Tune-up" (available from Mercury/OMC and others) and squirted some down the throat of the carburettor. The throttle plates and venturi clusters were also liberally squirted with the stuff. More and more of the stuff was dropped down the throat of the carb producing large amounts of white smoke from the exhaust. Even more was added, really loading up the engine until it eventually it flooded the engine. At this point the ignition was switched off and Rich suggested we go for a cup of coffee.

Intrigued I followed in blissful ignorance. Over coffee, Rich explained that since the late 80s, outboard ignition systems have become so reliable that they'll generally run year in, year out and that an occasional waterproofing will keep it going for years; but that carbonisation within the combustion chamber (in 2-stroke engines) was what caused the problems (pre-ignition mainly) after a number of years. This carbonisation was what the cleaner was going to remove (while we had coffee) and that it needed about an hour to break down the encrusted carbon.

After an hour, I went back to the engine shop and hooked up with Rich again. He started up the engine and it sounded worse than before. He explained that this was the old carbon deposits interfering with the ignition process but would clear up after a minute or two.

Sure enough, within minutes it was purring like a kitten. A blast of pressurised air cleaned up the outside of the outboard's engine and new sparkplugs completed the tune-up.

Mercury lists this product as "Internal Engine Cleaner", other manufacturers probably produce similar product.

Cheaper Drill Bits

Damn! After yet another small drill bit broke and realising I'd need to dash 7 miles down to the hardware store before it closed for the day, Piet asked what the problem was. I mentioned that I'd broken off another drill bit while drilling small pilot holes for the screws I'd be using. Looking at the drill bit, he motioned for me to follow him.

Picking up a 3 lb clump hammer and a handful of nails he proceeded to create a dozen small diameter (1.5 – 3 mm) drill bits.

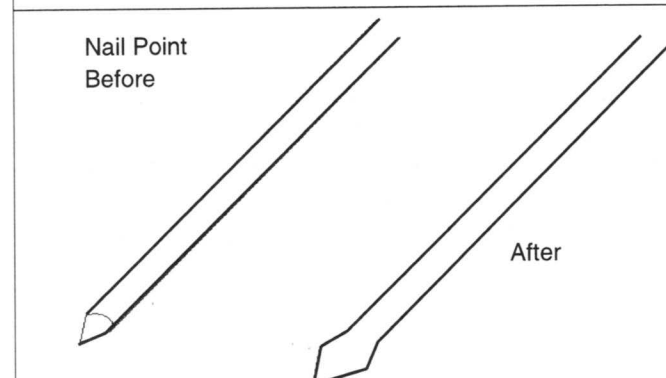
Now I'd tried using nails to drill pilot holes before with only limited success due to the fact that nails don't allow the excavation of drilled material and thus the nail binds in the same diameter hole during the drilling process.

However what Piet did was to create a diamond shaped point to the business end of the drill bit. This cuts a slightly larger hole and allows drilled material to be pushed out the hole and limits binding.

1. The head of the nail is first cut off.
2. Holding the head of the nail with mole/monkey grips and placing the shank of the nail on a hard steel surface, the point of the nail is given a hard hit with the heavy hammer on one side.
3. Turning the nail over so the flattened point is now flush with steel surface, it's hit a second time.
4. You should now have a diamond shaped tip on your nail.
5. Use a file to sharpen up the edges of the diamond pattern.
6. I now make up half a dozen at a time and drop them in my toolbox.

Now they can't replace all your small drill bits, as the bigger the nail, the harder it is to form the diamond shaped point. But at £2-4 a drill bit it's a nice little savings, but more importantly as long as you have nails you don't have to stop your work and dash off to the hardware store.

These small diameter drill bits are quite fragile and have a great propensity to snapping when pressure is applied too enthusiastically, something I'm a little prone to do. Doh!



Hints and Tips

Home-made head gaskets

Decided to take the boat for a run today to give the motor a good run and try her out. So this afternoon took off for Lelystad-Haven and was made very welcome by Pieter and Hans Buijs and his wife when I arrived.

The motor is a bummer, she started to use cooling water and hope it is only a blown head gasket and not a cracked head, all in all more work and cost!

Pulled the head of the 28 hp Renault motor and found the head gasket in a bad way, both cylinders been leaking. It looks like the motor has never been in bits and the cylinders look in good shape. Most likely have to get a head gasket made seeing it is a old model motor and parts shall be hard to get, the head is being planed and the valves refaced. It surprised me that there was sufficient compression to start the motor looking at the head gasket. When the motor is finished, she shall be as good as new again and should give good service for a long time. The weather was very nice once more, very sunny but a lot of wind again. Tonight we had a campfire and a few drinks with visitors.

I have 28 hp Renault marine diesel, that turns out to be a very old model and parts nor information are available and wonder if someone can help me with information. It is model RC 28 D and wonder for one thing what the tappet clearance is supposed to be, to be on the safe side shall make it 10-20. The head gasket is blown and could have a new one made, but in places far from here which would have meant extra travel, most likely to take the old gasket down and pick up the new one.

I purchased piece of copperplate yesterday and after putting the old head gasket on top, scratched the images of it on to it.

After this I drilled holes in all the openings that needed to come out, so I could get my jigsaw with a metal cutting blade in there to cut them out as close as possible to the markings I made. This was not as easy as I believed it would be, but if you are very careful it can be done. (And you get better as you get along!) Then the Dremmel tool became very handy, first I tried a stone bit in it but found it too soft most of the time, but a bit with emery paper did a better job. Once the gasket fits I plan to make it red-hot and then cool it off in water so as to soften the copper. I shall then put some grease on both sides of the gasket, and after tightening the head down hope it works!!!

Well, I was unable to heat the whole gasket at once seeing I don't have a big flame, and was also told it had to be cooled slowly. I took this advice but it turned out to be bad advice as the first time I tried to start the motor after assembling soon realised that the gasket didn't seal! So took the head off once more and got the gasket heated with a big blowtorch 'til it was red hot all around and than cooled her down in a bucket of water. This made it a lot softer than the first time, and if this still doesn't work shall have to get one made! The motor did run after all this, but still the head gasket leaks and blows out thru the side of both cylinders so shall have to try again! Believe part of the problem is that I don't know the proper pressure that needs to be used to tighten the head down so I don't break any studs on account of over-tightening. I believe I'm on the right track, I'm slowly been bringing up the pressure on the studs, so if I take the head gasket off once more, soften it, reassemble the motor again and bring the pressure up on the studs to just above what I have done before. I now have been told not to use grease on the gasket and plan not to do so. I believe that there is a good chance that it shall work and time will tell.

Gerard Janssen "Sundowner" Pahi 42

When I received this article from Gerard, I was amazed at what I initially thought was beyond the scope of most people to accomplish. But I did some research and found a number of articles on the internet that confirmed that Gerard's approach had been very sound. One site www.offroad.com is pretty much for motorcycle racers, who might need a new head gasket between races and can't just scoot off to the store to get a new one.

A few notes from the creator Rick Sieman -

1. Before removing old gasket material from cylinder block, stuff cloths down cylinders to keep dirt etc out of the bores
2. Make sure your baseline template is slightly larger than the engine block.
3. Place your gasket material on top of the studs, then tap lightly to leave the stud marks on the material.
4. If the studs are removed, find the approximate center with diagonals, then cut out the center so the material will fit over the rod.
5. Cut/drill out stud holes and place material on top of block
6. Using a small ball-peen hammer or other round-ended tool to locate all other holes that need cutting out
7. Check for proper fit several times
8. If you notice weeping of your gasket, use a gasket sealing compound—use a thin even layer
9. Gasket should be lightly greased even if no leaks are detected
10. Make several gaskets as spares

Dave



News from Sea People

AUSTRIA

New Hitia 17 in Austria

We have a new Wharram catamaran here on the lake; it a very nice looking Hitia 17, the 'Prince of Tides' built by Wulf Claussen and now skippered by Luise Winkler. We brought the boat down from Kiel (north Germany) over the weekend (2500km). Wulf's trailer had no license plate, consequently we have put the Hitia on her trailer and this package on my Tiki 26 trailer... The Prince has now a new home in Podersdorf alongside Kananaskis and another Tiki 21. Luise together with her boyfriend mastered their first bad weather encounter; it showed what a safe design and what a brave boat the Hitia 17 is.

Summer Meeting June 2005 - severe situation encountered.

We had a successful summer meeting with 13 boats attending; a detailed report will follow; unfortunately we had a severe incident/accident. On Saturday evening the fleet was split in two groups, one was heading NE the other NW - southerly winds 2-3; around 18:29 a dark cloud was moving east and within 30 seconds wind veered to NNW and picked up to app. force 7; the group moving NE was heavily hit; a Hitia 17 was blown into the reeds, Aura lost her jib, another 26 lifted one hull high up, Kananaskis lost sail battens and a single handed Tiki 21 capsized, her skipper crashed against the mast and went overboard (water temperature around 15 deg C). The boat was blown downwind, but righted herself later (she turned into the wind, because the mast was sticking in the mud). It was just by chance, that Kananaskis was in the vicinity, also struggling and not realising the dramatic event nearby. Finally we spotted the fellow sailor in the water and after going upwind, managed to take him on board. He was extremely exhausted, cold and had a broken rib with pneumothorax. Later we got him into hospital and his boat back to it's berth.

A lot of lessons to be learned about weather & water conditions, safety procedures and MOB gear. We will analyse the accident and send you a report later.

Well...what to say...Will send you more about it later

new member joining

Wolfgang Weismueller (Tiki 26 Ohana) is keen to join the PCA, I have copied a application sheet to him
weismueller@aon.at

thats it for the time being
best regards
Gerald Winkler

I loved the piggy-back trailer. Will be featured with full report. Ed

BALTIC CRUISE

After a few adventures, have finally managed to find what we hope will be a suitable launch site and plan to put the boat in the water tomorrow. This, of course, has been the signal for a spell of bad weather to arrive today! However, the spot we've tracked down is quite sheltered and so fingers crossed that the whole procedure will be relatively calm?!

We have had 3 days under canvas so far, sailing from Maasholm in Germany across to the Danish island of Aero (staying at Soby) and then on to Derjo (lovely little island and then on to Lohals. Took chance at Derjo to patch up holey parts of tent, so will be ready for next rainfall. Otherwise, weather has been good overall.

Have already sampled local fare in that we had spargel, asparagus, from Germany and some very heavy bread from Denmark! Looking forward to further gastronomic delights!

Have had some glorious weather and good sailing since leaving Lohals. Also a bit of a mishap in Rodvig, where a German boat lost control a bit in the harbour and hit our rudder. I have a photo of Allan carrying out emergency epoxy repairs! These worked well and no real damage was done.

Reached Fasterbro canal at south western tip of Sweden a couple of days ago and dived with death getting through the lifting bridge, which seems to give you all of about 15 seconds to get through before it starts coming down again pretty fast. Then had good day's sailing to reach Ystad on south coast, where we have found a good little harbour, though entrance was not marked so the heart rate went up again a little as we were furiously scanning the horizon for a gap in the stone harbour wall!

This morning have bought some new charts, are waiting for a break in the rain to take advantage of the launderette and then we hope to be off again, making our way further round the coast.

Alan Jones and Joy Russell "Hum Along" Tiki 21

Tiki 30 Survives Tsunami

I received an e-mail (from Graham Stapleton) as a follow-up to the article in Sea People #59, regarding the Tiki 30 surviving the Tsunami in Thailand after it was featured in the photo sequence last issue. The sender has promised photos of the repair.

The Tiki did not escape totally unscathed and needed some serious repairs locally, primarily due to it tripping on it's outboard leg (left down by charterers). That's one of the great things about Wharrams, the ability to be repaired just about anywhere. The epoxy/ply construction and fairly straightforward design means it fits into what Gougeon Bros (W.E.S.T.® creators) and JWD call "appropriate technology" being distinct from both low tech and high tech. Good luck to fortunate boat and her crew and hope for fresh winds and fair skies for them!



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

For Sale—"Funky Flamingo" Tiki26 \$7k obo all west system. very solid boat. rebuilt beams, lashing, stringers and lots of other work done. needs sails, rigging and clean up. many extras and improvements. slatted front and lash-on rear decks, 4 horse yamaha, inflatable dinghy, stainless keel rub strips on keel. all faired in, new mast for proper tiki rig, extra items.
Dan Kunz. Email drkunz@hotmail.com (please put TIKI in subject line so its not trashed). 305 -664-0190

For Sale Tiki 30 "Mango Elephant". **Very High Spec.** Aluminium Mast (Sailspar), Lewmar Ocean Fore-hatches, Main sail, roller genoa, gennaker (all Jeckells) GPS, DSC VHF, Navtex, Log, Echo, Autopilot. 4 winches, totally solar self sufficient 4 panels and 2 batteries. 2 Eight wheel yard/launching trolleys. 8hp Yamaha 4-stroke.
Moored Lowestoft UK. Ready to go anywhere! Delivery by sea could be negotiated.
Was £18,000 now reduced to **£14,900** for quick sale.
Gavin Lacey
- Mobile - 07919 052 725
- gavin@mangoelephant.com

Tiki 21 "Kentiki", sail # 564 FOR SALE
Asking **£2800-3500**, depending on how much winter refit gets done. Located Poole Harbour
Ken Hook email hook.ken@virgin.net Tel 01202 531445

Various used anchors for sale
7kg Plow (CQR style) £20
7kg Danforth style £20
8kg Brittany (+4m of 10mm chain) £30
21lb "Navy" style anchor £20
8kg Delta style £30

10mm short link anchor chain £2.75/metre
8mm short link anchor chain £2.00/metre
Lengths up to 30m available
Ken Hook email hook.ken@virgin.net
Tel 01202 531445

For Sale Tiki21 "Ellida" marine ply/epoxy hulls. One set of sails, suzuki 4HP outboard, anchor, harnesses.
Located in Topsham, Devon. £2,300
Contact Nick Harding 01392 210408

For sale "Banana Split" Tiki 21 - Asking **£3000**.
"Tony Perridge—
email honesttone@yahoo.co.uk tel 01463 234189

For sale "Sunshine" Tiki21 grp hulls, raised cabin tops, alloy mast, suzuki 4hp outboard, chemical loo, launching trolleys, road trailer—all in good condition. Reduced to £3730.
Tel. 01983 872540 or gwillling@abports.co.uk

FREE TO A GOOD HOME!
1) Bow roller to fit 1/4 chain
2) Walker "Excelsior IV Patent log." Seems complete in original box.
No price, just come & fetch. Address in yearbook.
Messages on sister's phone (01208) 814628, ansaphone.
Please speak clearly for God's sake!! Pete Green

WANTED—new home and owner for HINA project.
See Page 39 SeaPeople #58
John Ashbury 01298814340

SINGLE SIDE BAND RADIO FOR SALE
Nev and I have decided our ocean crossing days are probably over. Our Kenwood TS-140S SSB is now for sale including our Smartuner SG-230 AUTOMATIC TUNER and associated wires and cables and an antenna. A new microphone is needed otherwise it all worked fine when last used two years ago with a borrowed mike. \$300US plus shipping and it is yours. Or come to a US East Coast meet and take it home with you!
Ocean Weather Pilot Charts: South Pacific, Indian Ocean, Central American Waters & South Atlantic Ocean
Free if you pick them up! How about that?
Ann & Nev Clement
peacefour@pocketmail.com

Dittybag is now available online via the PCA Forum see website for details www.pca-seapeople.org
If you want to add a picture or an add to the online dittybag please send to pcapix@pca-seapeople.org

BOATS, SKIPPERS, CREW, BOATBUILDERS NEEDED for Falmouth to La Corunna September 2005
Contact : jubilee@pca-seapeople.org or PCA Office



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.

Dear SeaPeople,

I'm keen to be involved in a local meet, though don't think I will have the time to host a Scottish one this year. I do have a good idea for a future location - Loch Melfort, south of Oban, sheltered and with several launching sites nearby. I will try to do something about that one for 2006 - I have had a look at the various launch sites etc. but need to do another recce. I also am trying to get organised to get a bigger boat - I'm on the lookout for a used Tiki 21 so that I can attend a meet and live on the boat - it's a damn nuisance to have to only attend meets where there is reasonable camping nearby.

If there's any chance of a meet somewhere in the North East, I'd be happy to help out with organisation - or even Cumbria area which is not too far away from me. If there's anyone else interested in doing anything in these areas then put them in touch with me, as it's certainly easier if there's more than one person doing something about it. Timing wise, I will be away for two or three short periods this summer but nothing is planned yet.

Roger Nadin did most of the work for last Scottish meet <http://www.marwynandjohn.org.uk/polycats/scotmeet.html> and that was nearly 7 years ago! So yes, it's time we did something again.

Do keep prodding me!
Cheers,
John (Cooke)

Look forward to seeing a Scottish meet in the not too distant future (Ed)! John has stepped into the breach to try and hold a meet in the NW (see page 26). Most PCA meets try to feature campsites close to the venue, hosts will try and find B&Bs too (if needed).

Hello,

Received mag today. Started reading it as soon as I got home from the Spring Lift in at my club. Lower Halstow Yacht Club. This is the first time I've had my Tiki 26 "Zest" in the water. (Plans went awry last summer). It's now safely on its mooring. I was so nervous I forgot to arrange photos. I suppose that's something all new boat owners go through. No doubt butterflies will strike again when I go for the first sail proper. Here's looking forward to a summer of discovery. Keep up the good work.

Graham (Leighton)

Salut Sea People,

I stay in Bretagne sud in August near Vannes Golfe du Morbihan and also between Vannes and Noirmoutier Island.

If you are near these places it will be a real pleasure to meet you and sail together.

Vincent (Caracachian) "Ann Perigot" Pahi 26

Dear Sea People

We enjoyed very much our trip to the Grenadines. I fixed a second hand wind-vane Navik and it works well, even down wind. It's a pleasure to sit in the cabin or around the boat when she's sailing alone. Even on a beam reach she sails very well. The bad surprise on our return was the crash of our computer hard disk, I lost all the mails and addresses, happily our photos are safe. The good surprise is the reception today (Monday 11-04-2005) of the N°59 of Sea People. It is very interesting, and the pictures of the cat in the tsunami are astonishing.

Guenther and Gundi (Tiki 30 Anna Sophia) are anchoring in front of Port Cohé. Last weekend we sailed together on board PHA. They are now preparing the crossing from Martinique in the beginning of May to the Açores and Portugal where they'll leave their boat.

On our hand we are preparing "PHA" in the case I've got again a job near Brest. If it's OK in the beginning of June we'll sail directly to Brest.

Amitiés,

Bertrand et Marie-Hélène

Dear Dave & Ken,

Starting 2005 the Texel rating system for cabin multihulls has been updated.

Now it includes a correction for all catamarans. For trimarans being considered to be relatively faster, the multiplier is 1. For catamarans it varies between 1 for the very light and fast ones and about 1.054 for the heaviest ones with not much sail area. So the correction depends on sail area and weight.

This update I naturally included too, in my list with the Wharram designs.

I have not include a correction for propellers being under water, as Wharram cats generally use an outboard motor or one with a lifting axle.

It pleases me to send you this short excel file. Use it, if you want to give it a try in the gentle races, the PCA meetings are known for. My updated speed formula tested with the mass of data from the Steve Fossett record race around the world in 58 days. $V_b \text{ (boatspeed)} = 164 * V_t \text{ (true wind speed)}^{0.66} / TR \text{ value}$.

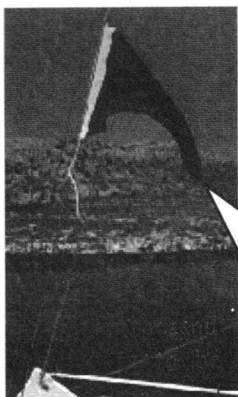
Best wishes, good sailing, successful building, fine writing and editing.

Nico (Boon)

Esther Dyson: "Always make new mistakes".

Nico, the Austrian meet is as close to racing as most meets get. But it's good to be able to make some comparative assessments when comparing boat-speeds. I'll arrange to get the excel sheet up on the website. I think it might be a good idea to include in future members handbooks, more convenient when on the water ;-) Dave





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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!*



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OR PLEASE ALLOW £5 FOR OUR CURRENCY CONVERSION COSTS. THANK YOU!

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

STOP PRESS—MARTINIQUE TO BREST

Last Friday (03 June 2005 at almost 24h00 UTC) we left Port Cohé at the beginning of the night.

I knew I have a new job near Brest (for the Autumn) only the Monday before and the weeks before we began to prepare our Tiki 30 as if we'll go. For us it was important to sail off as soon as possible. We finished putting all the equipment and food in the hulls and go.

As electronic equipment we have a second hand miniM Inmarsat, a computer with an independent GPS, with maps and possibility to send and receive emails and two hand GPS. I have a plastic sextant if ???

At the beginning the wind was E-SE and after we passed north of Martinique we closed the wind in order to be free of La Desirade. The wind was 20-25kts, upto 40kts under short squalls.

In the channel of La Dominique, the waves were steep and the wind unstable and a little piece in the transmission movement of my wind vane disconnected. It was night, I was on the back trampoline and when I wanted to reconnect the little connecting rod, the wood sector which drive the lines to the tillers twisted toward my wrist giving me a hard pain. I realised I have to move the little connecting rod to the opposite side to release the pressure on my wrist. Happily no bones broken only bruising.

Saturday the wind was 20-25kts, I adjust the wind vane to 45° off

the wind and so the rig had enough power to push our Tiki in a confused cross swell sea. Marie-Hélène has mal-de-mer and as the boat had too much motion we decided to wait to have a better sea to finish to put in order all the boat. In the central cabin I made a map table with a lateral protection so the electronic instruments are well protected. With the boat fully loaded it is 10cm lower, the bottom touches sometimes (??) and we have had a little leak on the emergency escape panel. In the central cabin we can sleep together and watch during the night. At sunset we were 15NM to the north east of the Désirade.

Sunday the wind was lower at 15kts and turned to east and as the sea became better we worked on the boat but Marie-Hélène is not completely OK with the seasickness.

Monday our speed continue to decrease, and the wind turned to Northeast. We started the engine for 30 minutes and stopped it in order to conserve our petrol for the areas of no winds. We are sailing north along the 60°W against the wind since our departure. Present time the Tuesday 07 June at 14h00 our position is 020° 34'N and 060°10'W and we hope the wind will turn soon to the east south east to have a better heading to north east.

A lot of Love from Bertrand and Marie-Hélène (Fercot)

Please use this address : "bmhfct@skyfile.com" only for text without files attached and photos.

Bon Voyage mes amis! From all at PCA and SeaPeople, Dave.

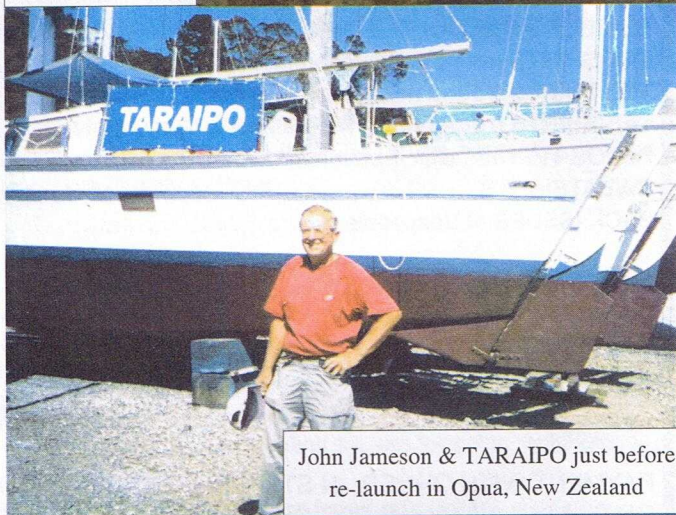


FACES OF SEA PEOPLE

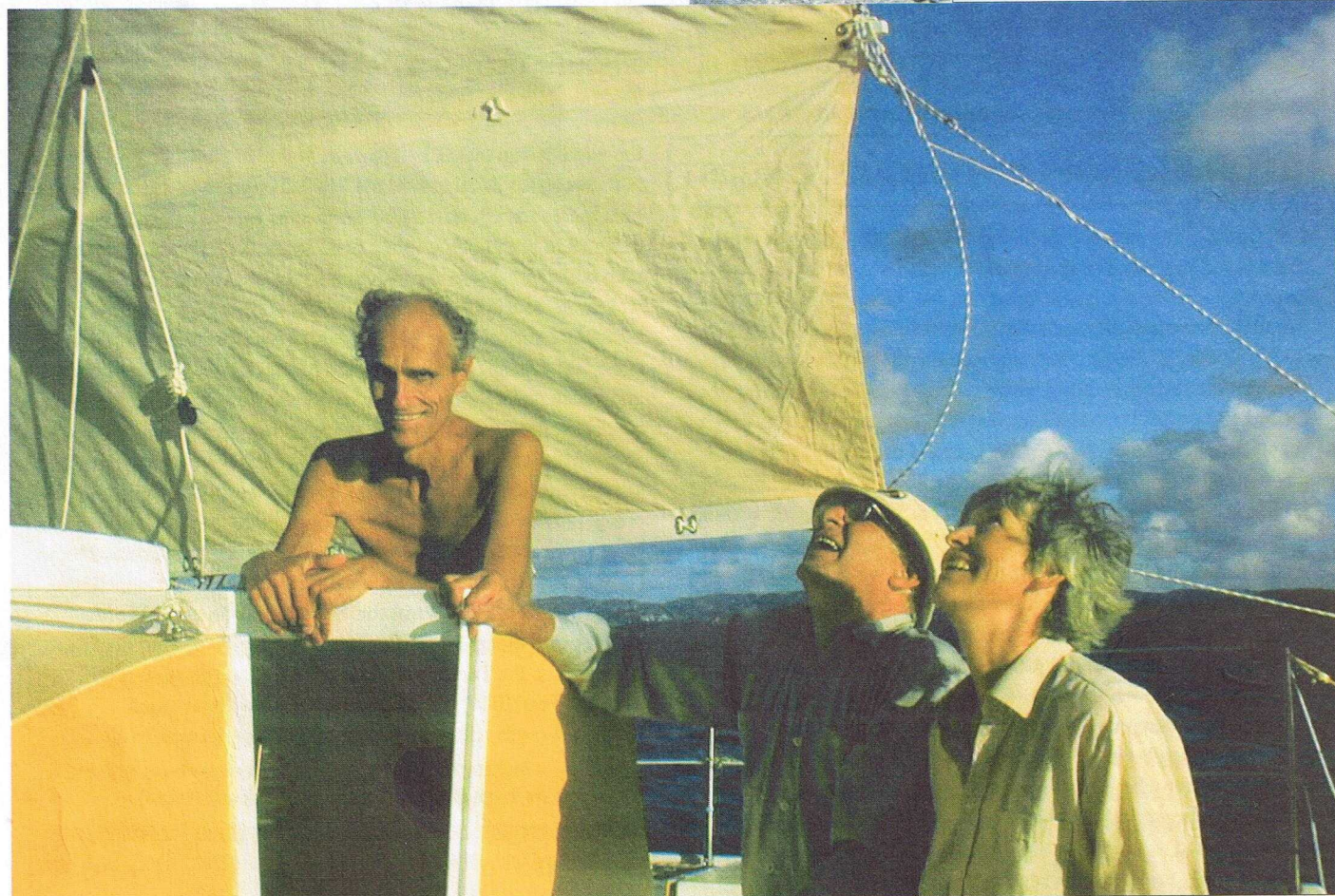


Hanneke Boon at the Beale Park Boat Show, Pangbourne, Reading
See pages 16 & 17

Stanley, Miranda
and Anne cleaning
out the rubbish and
concentrating on
'seeing the poten-
tial'
(see Polynesian
Dreams page 10)



John Jameson & TARAPO just before
re-launch in Opua, New Zealand



Bertrand Fercot with guests and fellow members Gunther and Gundi Zimmerman aboard "PHA"