This voyage led to two things. First, a paper on our studies of the canoe form craft of the Stone Age sailors of the Indo Pacific Ocean continuum, published in 1997. It also led to a practical project, the design of a small and simple 16 ft outrigger canoe (Melanesia) that could be built from two sheets of plywood, the first of a new range of ethnic designs.

We designed it for one particular island in the Maskelynes, where the elders approached us with their dilemma that good sized canoe trees were getting scarce and they would have to consider building in plywood.

We sent them the design and for 10 years heard no more. However, hundreds of Western sailors worldwide started building it.

Then we were approached by a New Zealander who was helping people in Vanuatu to set up a boatbuilding school. It turned out this was on the island where we had discussed the plywood boatbuilding issue. The sending of the outrigger design had acted as a catalyst.

To help them, we donated one of our existing 28 ft double canoe designs; they built it in just 6 weeks from a kit of materials prepared in New Zealand and, immediately after launching, set off with 20 people aboard!

20 people aboard our donated double canoe design in Vanuatu.

Aboard Lapita Anuta *during the Lapita Voyage.*

Lapita Tikopia *sailing into Raboul, New Guinea.*

In 2008, on our Lapita Voyage through the Philippines, Indonesia, New Guinea and the Solomons, the people we met easily identified with the Lapita Voyage expedition canoes. They saw canoes without engines, with simple rigging, a simple lifestyle, ie we cooked on deck on kerosene stoves as used by the locals and, above all, we had no accompanying Western escort yacht to supply Western comforts and goodies and/or towing facilities.

This simplicity of the Lapita Voyage canoes always led to instant communication with people we met on the way, to discuss canoes and canoe sailing.

For example, on arrival in the small Mono Island in the Solomons, in a discussion with a man called Roy (it turned out he had been a former Governor of the Western Province), he asked the question could we help them with the design of an offshore sailing double canoe, smaller than the Lapita boats, to carry smoked tuna, for sale, across the 70 Nm open sea to Bougainville?

It had to be bigger than their traditional 18 ft open single outrigger paddling canoes and, of course, be able to sail. The people were well aware of the rising cost of oil and the problems associated with outboard motors.

James Wharram meets Roy in Mono Island

5.5m traditional canoe built by Roy in Mono island.

We offered to develop such a design, adapting the simple house building materials and techniques we saw them using on the island. Importing Western boatbuilding materials is too costly for people living in remote islands unless they are offered outside financial assistance.

In November 2009 the English yacht magazine *Classic Boat*, who, under my urging, had begun to feature Scandinavian boats, including the Seastallion, announced a design competition for an eco fishing boat, under 10m length, no engine, so it would not fall under complex European rules for fishing craft.

Mindful of the promise to Roy of Mono Island, we designed a 27 ft double canoe which we call the Amatasi. In July of 2010 *Classic Boat* published the winner of their design competition, describing the winning boat, based on Stone Age design principles, as 'surprisingly radical'. They had chosen our Amatasi design.

Model of eco fishing boat Amatasi

We would build the prototype in Cornwall. The building materials for this craft would cost around £3,500 to £4,000. The

James Wharram and Hanneke Boon photographs

Model of eco fishing boat Amatasi.