

THE HARRISON BUTLER ASSOCIATION

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Hon. Secretary:

RON GOODHAND
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NEWS LETTER

NO. 4

SPRING 1976

THE HARRISON BUTLER ASSOCIATION

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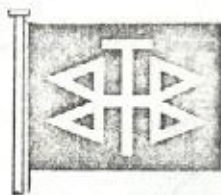
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March 28th, 1976.

Dear Members,

Last time I wrote was from Malta, aboard Easter & the plan was for John & me, & a probable third, to sail her to some of the Ionian Is. & then back to England via the Azores. But plans can't always be kept & instead I have a sad pilgrimage to make early next month to return to Malta & prepare Easter for selling; for John died on March 5th, a victim of the flu epidemic.

This is my second widowhood in 3½ years & leaves me feeling somewhat battered - & very busy: but Ron's newsletter is waiting for my contribution & here it is - such as it is.

My change of plan will enable me, I hope, to attend more HBA meets (any berths available?) this year although I am likely to be involved in my family's housemoves sometime in the summer. Timothy, my elder son & his family are going to the Gilbert Is. for 3 years but I don't think they will find any other HBA flags flying there; but perhaps some of our peripatetic members may call in on them (the name is Jardine-Brown).

I shall also try to find time to do some of the compilation jobs which Ron has suggested to me but now I must deal with Easter's insurance before disaster overtakes. I have learned something which may be useful knowledge to have, which is that the "East Coast Mutual" have an endorsement which states: "It is hereby agreed that this policy excludes any claim from Executors or personal representatives in respect of total loss." I hope you won't have to make use of this fact.

John & I so enjoyed having the A&M here & I look forward to your coming again. In the meantime, have some good sailing & keep a lookout for HB boats which haven't yet been gathered in.

Yours very sincerely

Joan.

I hope all of you can just lay aside for a while your scrapers, wet & dry, varnish and paint brushes, grease-guns, and oil-cans, and read this latest effort from Association 'head-quarters'.

It is hard to find the light-hearted attitude in which I attempt to circulate the news and views of the Association, when I must first mention the great loss we have suffered in the death of John Ives, the husband of our President. I have expressed our condolences to Joan and I am sure that everyone of you will be thinking of her at this very sad time. Those of us who were privileged to know John had a great liking for him, and a great respect for his seamanship and expertise in the art of small-boat cruising. He was an eminent member of the Royal Cruising Club, and I am sure that his colleagues in that distinguished body will miss him greatly. His lovely Buchanan designed sloop 'Easter' is lying in Malta where he and Joan had planned to fit her out and sail her to the Eastern Med. Joan now has the sad duty of finding a new owner for this splendid ship. With his passing a great character has gone from the cruising world, and we on the Hamble will miss his cheery greeting, and the words of wisdom delivered in that deep, slow voice. I know John would not have wanted anyone to suffer too much anguish at his going, he was always one to slip his moorings quietly and leave with the minimum of fuss.

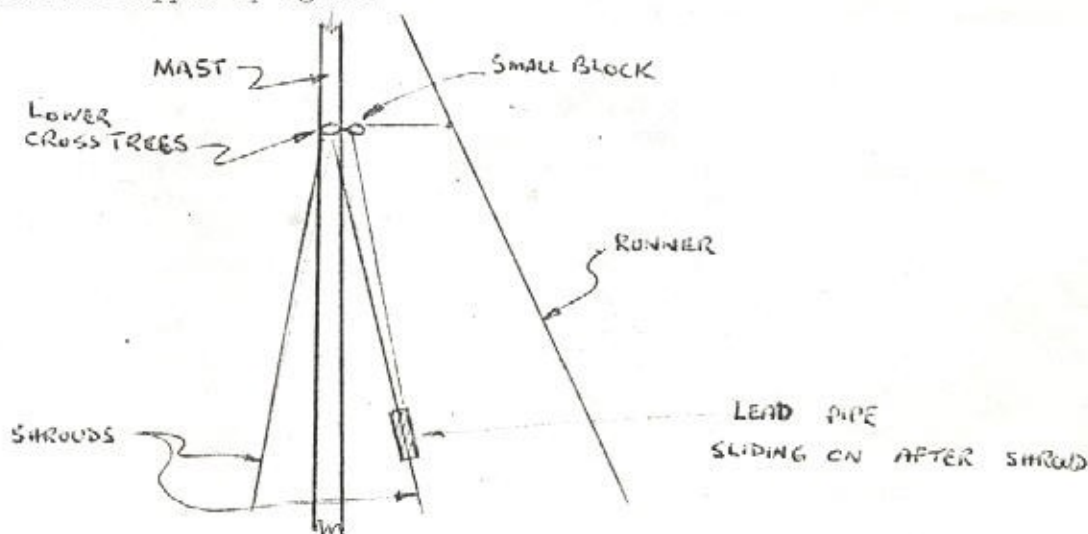
The Annual General Meeting held at Joan's home at Pangbourne was a great success, attended by some 30 members, and effectively chaired by Peter Rosser. As in past years Joan had provided a most excellent lunch, and the pre-meeting gathering was most pleasant. Full minutes of the meeting will be circulated in the next letter, but I feel I must mention the attendance from Belgium of Bob and Manette Van Hooghten of 'Omega'. Not only did they set a standard for travelling to the meeting which is going to be hard to beat, but they also introduced the idea of identifying themselves with a lapel badge giving the name of their boat — none of the conventional name tags, but a simple card with the Greek symbol for omega. We all gave them full marks on all counts. For advance information the next Annual General Meeting will be held on Saturday, 22nd January 1977.

Enclosed with this letter is a Questionnaire which I hope all owners will complete and return to me as soon as possible. Those of you who have already completed this form need not, of course, duplicate the exercise. I had suspended the compilation of this information following remarks that it sounded too much like a broker's questionnaire. However, at the AGM it was thought that a dossier on each boat should be built up, not only to keep a record of the vital statistics, but also to be able to notify all members of the berths normally occupied by HB boats so that it could be determined where a warm welcome might be expected. To make this information more complete

it would be nice to take up Tom Aderton's (White Squall) idea, and build up a photograph album of all HB boats in the Association. If owners could loan me a negative of their boat photographs - preferably one photograph of the boat under canvas, and another of her out of the water - then I could arrange for copies to be made and put in album form. A charge would, of course, have to be made for anyone wanting a copy of this album, but it would greatly enhance Association records to have a central copy.

A list of the proposed meets for the coming season is included in the letter, and it is hoped that as many boats as possible will participate. Members whose boats are situated remote from the meet venues may wish to travel overland to be present, as might Associate Members. I am sure spare berths are always available, and if anyone thinking of attending and who has not a berth can contact me I will see what can be done.

Following the idea given in the last letter on hauling running back-stays clear, Robert Warne sends this arrangement he has on Alexa. It is really designed to prevent the back-stay getting round the lower cross-tree, but does not, of course, control the lower end. The lead pipe is about 6" long, split to go around the shroud and then nipped up again.



We have seen the introduction of more and more electronics into small boats, and there is no doubt that their sensible use can be very beneficial. Barry Rice, an Associate Member has suggested the use of an electronic note-book (a type of mini-taperecorder) as a deck log. So much more convenient than writing on smudgy wet paper in the dark, and a much more comprehensive report is available for the skipper and/or navigator to write up in the ship's log. I recently tried using a small hand-held calculator for working out a sun-sight and was surprised at the ease and accuracy attained. These machines do, of course, only process the data fed in - it is still the navigator's job to determine the correct data, and to have the requisite knowledge to assess the results given - and, of course, to take over from the machine should it fail to function.

This section of the letter dealing with members ideas, tested and tried, or not, could be a lively part of the Association's communication, and I would welcome the participation of anyone who has any pet gadget which he or she thinks worth while passing on. Whilst on this subject, may I make another plea for contributions to the news-letter - copy is getting very thin on the ground, and I might be faced with the prospect of writing something myself!

Victor Doree tells me, sadly, that he has sold Erla. He has had this lovely Sinah design yacht for many years and has lavished affection on her, but alas he finds he cannot use her as she should be used and he hopes the new owner, a Canadian, will cruise extensively in her. Victor still has Nunki, a Z4, so he will still be very much with us.

Membership continues to grow. Four more Associate members, and two more members have joined so far this year, and I have had enquiries from two or three prospective members including Arthur Albrecht of Sea Salter who is in the US Virgin Islands. To date we have 55 full memberships (i.e. 55 owners plus their respective families), and 14 Associate Members. With the next news-letter, and helped by the completed Questionnaires I hope to publish a full membership list with addresses, berth situations, etc.

F O R S A L E

- 'ALMONDE' 27'0" o/a Teak built Cutter. Volvo Penta Petrol engine. lying in Holland. £7,500. Contact Mr. Seymour, Camper & Nicholson's Ltd., Gosport 89751.
- 'MEMORY' 18'0" LWL. Sloop. Mentioned in Dr. Harrison Butler's book. 4 hp. Stuart Turner engine. 2 Berths. East Coast. Contact the owner, Mr. R.D. Ward, 39, St. Hilda's Road, Harrogate. 'phone Harrogate 885866 £1,500
- 'CRUINNEAG' 25'0" o/a Teak built cutter. Farymann 10 hp. diesel engine (new 1972). £5,500. Contact Ron Goodhand (owner) 37, University Road, Southampton. Southampton 558621.
- ? 3½ Ton Sloop. Pitchpine on ash. 4 hp. Stuart Turner. Terylene sails. Cradle, cover, Avon Redcrest. Contact owner Bmsworth 4146 evenings. £1,500

MEETS FOR 1976

At the AGM it was decided to hold the following meets of the Association.

May 1st. NEWTOWN I.O.W. (First H.W. Southampton 1255 hrs.BST.)

If boats coming from Hamble, Cowes, Portsmouth, and all points East, could assemble off the East Lepe buoy at 1400 hrs. we could sail in company to Newtown meeting any boats from the west in the Newtown River anchorage.

May 15/16th. HARDWAY, PORTSMOUTH HARBOUR (H.W Portsmouth 1305 hrs. BST.)

This meet was originally dated for May 22nd, but the Hardway moorings were already booked. However we have been invited to join their Wine & Cheese Party beginning at 2100 hrs on the 15th. (the bar will be open at the usual time!). This could be an enjoyable social occasion, charge for the party will be approximately 90p each, and I hope as many members as possible, in the locality, will attend. PLEASE LET ME KNOW TWO WEEKS IN ADVANCE IF YOU WISH TO BE PRESENT AT THE PARTY.

June 12th.HEL福德 RIVER. (H.W.Palmouth 1800 hrs)

The date of this meet was decided in order to accomodate boats that may be cruising this area at this time, and also to give the opportunity of local boats meeting.

August 28th. BRIGHTLINGSEA (H.W.Harwich 1413 hrs. BST)

Eric Marner of 'Destina' has volunteered to organise this meet, and asks that anyone interested contacts him as soon as possible. It will probably be possible to change the venue and/or date if local owners so wish. Eric's address is 26, White Lodge, Biggin Hill, Upper Norwood, London. SE19. It would be very encouraging to see a healthy East Coast Rally, and I shall do my best to be there.

September 11th. NEEDS OAR POINT, BEAULIEU RIVER. (H.W. Southampton (1st) 0058 BST)

As an alternative venue it was suggested that Bursledon might be suitable. Being my own home base I hesitate to suggest this, but if, as the season develops members feel that a meet in the Hamble River would be interesting I am sure a very entertaining time could be organised. If no further circular is issued the meet will take place in the Beaulieu. The fleet could rendezvous at the W.Brambles Buoy at 1200 hrs, and enjoy a sail in company.

October 9th. FOLLY INN, MEDINA RIVER, IOW. (H.W.(1st) Southampton 1222 BST)

If members are interested this meet could be combined with an end-of-season dinner at the Folly. If this idea meets with approval perhaps those intending to participate would let me know well in advance and a table can be reserved.

When my wife Pat and I bought "BOLDUSTER" in April of last year the hull was basically sound but required a small repair to her stem, which as I have had a Shipwright's training was quickly put right. However the deck, or to be more precise the "Flight Deck" as "BOLDUSTER" is the American version of the 'Z' 4 tonner, and the after side and transom decks had about a season's life left in them before they would need recovering.

I knew that water had got in underneath the canvas covering and that this might very easily have caused rot in the wood deck underneath (fresh water by the way causes rot much quicker than seawater) so there was the possibility that the tongue and groove planking of the deck might have to be renewed in places. It would also have to be thoroughly dried out before any recovering of any description could be used not only because of the adhesion problems but also ridges would show through later as the planks warped and shrank as they dried out. This drying out would take some time to do it properly so I thought I might just as well strip the wood off and replace it with $\frac{1}{2}$ in. marine plywood. This would also give me the opportunity of examining all the deck beams, upper gunwales, hatch coamings etc., not otherwise seen.

I must admit that I have a preference for maring plywood decks over tongue and groove ones in that it gives an inherently stronger deck for less scantling thus less weight above the C.G., and a smooth finish that you know will remain and not give you the "Tram Line" effect of T & G as they move due to shrinkage. The choice of actual deck covering came out at either painting, Trakmark, canvassing or a new plastic material called "Decolay". Painting I discarded because it is difficult to seal the edges properly and re-canvassing because it's messy and I would end up with seams, which I didn't want. Trakmark was too dear and in the area I was involved with very tricky to lay, so I decided to try the Decolay. This Decolay is a plastic membrane system applied by brush in a two coat process to give a homogeneous layer. As well as using it on new laid decks it can also be used on previously painted decks without removing any of the deck fittings.

Another thought was using glassfibre matt on top of the original T & G boards. Here again absolute dryness of the wood is essential for a good bond and a good wood to matt bond is difficult to obtain at the best of times. In terms of cost it came out on top.

Work commenced in early October. The first stage was to draw an accurate scaled plan showing the positions of the deck beams, bulkheads, deck fittings etc. Then by using similarly scaled oblong pieces of tracing paper representing the 8' x 4' sheets of $\frac{1}{2}$ in. marine plywood, I placed these over the deck plan drawing and by juggling them around I found not only the minimum number of sheets that I would require but also the approximate number of fastenings to use and if you're really technically minded the amount of glue required from it's coverage area. The layout system of deck covering materials, such as Trakmark or as in my case the quantity of Decolay as they give you it's coverage rate per litre, can also be found.

In all four sheets were required, the 8' edge running athwartships thus making three scarp joints. Fortunately these fell on three of the deck beams so from the inside there are no ugly butt straps. By knowing the shape of the deck on each sheet I was able to rough cut to size and prepare each scarp at home, where it is a lot easier to do than down on the boat. All the beadings, rubbing strakes and deck were removed including the chain plates which were re-galvanised while they were off. Then the old deck was lifted (Oh, what back ache!) and then I was able to inspect the deck beams for rot etc., no problems here. The tops of the beams, cabin sides and upper gunwales were then faired up using a

jackplane prior to dry fitting the panels of plywood. A combination of Cascamite glue, Gripfast nails and Brass wood screws were used although on hindsight because of the the gentle camber of the deck I think I could have done without the screws. When the glue had set the deck was trimmed to size, the deck edges rounded and generally cleaned up and then the hatch coamings glued and screwed back into place.

Next came the Decolay. According to the technical data it is resistant to most things and in the laying instructions the only danger comes from frost, but as the work was being done under cover this danger was avoided by securing an oil heater in the cockpit and burning it overnight to keep the temperature up while the Decolay was drying. A coat of the recommended primer, rather like Copydex but rather watery, was applied by brush and left to dry. Next came the first coat of Decolay laid on with the brush in one direction only and taken over the deck edges and down the sides for about an inch and a half, this being covered later by the rubbing strips. When this coat was dry the second coat was laid on at right angles to the first one. This technique helps to ensure an even coverage, but it did leave a grain effect, fortunately running from fore to aft. Decolay has the consistency of about toothpaste and it is recommended that it is applied with a wide brush, the finish of which depends on the applicator's skill.

The after decks were similarly stripped of old decking and new plywood laid, the pieces coming from the off cuts of the four sheets. When everything had been cleaned up the after decks were similarly treated with Decolay.

New rubbing strips, beading etc. were replaced, bedding them all down in mastic. All that remains now is to repaint the deck head and to replace all the deck fittings. There have been other jobs on the go at the same time such as cleaning up and re-varnishing the cockpit and cabin sides and polishing the portholes to name but a few. One feels that one ought to do these jobs to save covering the same ground at a later date, but be careful they can turn from a simple job into a long one.

I cannot really assess Decolay as yet until it's undergone a season or two of use but from the looks of things it looks to be a promising material for deck covering (modern technology coming to the aid of yachtsmen yet again !). It has taken a lot of hard work and careful planning but I tell this brief story in case anybody might be contemplating renewing theirs and are put off thinking it to be a skilled job. Far from it, there's no real skill needed, just so long as you are handy with basic wood working tools, and no mystery attached only common sense and hard work but the effort is well worth it.

J. Clapham.

ZENOCRATE'S WHITSUN CRUISE -1972.

Fair Winds and Foul - by Bob Measom.

At 18.25 on Friday 29th May, we slipped out of the River Yealm and at 18.40 hrs. we took our departure from Yealm Head and set course 150 deg.(C) for Les Hanois light. The shipping forecast was good and conditions were just about ideal; a bright sunny evening, a force 3 - 4 S.Westerly, a moderate swell and excellent visibility.

Barry Hocking, our seventeen year old School Captain had sailed once before with me on a week's cruise in the West Country but this was his first cross-channel venture and of course he was as keen as mustard. Once on course I handed over the watch to Barry and went below and got a good stew going to put into a thermos so that we should not have to brew up during the night.

With a fair wind and tide we made good progress and at 1759 hrs. we passed East Rutts buoy one cable to port. The sun had begun to set in the west; a little too yellow for my liking and about four miles astern of us we could see the van of the fleet taking part in the annual R.N.S.A. Plymouth - Dartmouth race. At 2200 hrs. still going well under full main and genoa we lit the navigation lights and by 2216 brought Start Point light abeam to port, distance 8 miles. At midnight it was still clearly visible but overhead the stars were being blotted out by increasing amounts of low cloud.

Barry and I were working two hour watches throughout the night, but there was little to do as shipping was very light, and with the wind abeam Zenocrate was practically sailing herself - at least with the help of one peg in the pegboard at the after end of the cockpit, which just kept her from coming to the wind. Provided the wind is steady she will sail for miles like this without human aid, and this is of course a great boon when I am sailing single handed, as I so often do. At 0125 I picked up the loom of the Casquets light; bearing about due east. By now the wind had backed a little more to the south and had increased to Force 5. With the possibility of a further backing, and freshening, we changed down to No. 1 jib - but still carried full main. Under these conditions Zenocrate is at her best, so I could see no point in further reducing sail. Shortly after I had sighted the loom of the Casquets it started to drizzle. It was not very cold, but the hot stew was very welcome.

By this time the tide had turned foul and the sea began to get quite lumpy. Visibility varied from a half to three miles, but towards morning the rain eased off and at 0740 Guernsey was sighted fine on the port bow - distant about 10 miles. As we approached the island however the visibility closed in again to about half a mile, and the wind backed more to the south so that we had to almost close-haul in order to get a fair offing from Les Hanois light. By now there was quite a fair sea running and although Zenocrate does ~~not~~ not take a lot of water on board we were getting the occasional drenching of spray.

Visibility continued to be very poor and I began to think we might be faced with the depressing prospect of doing an about turn. At 0955 however we caught a brief glimpse of Les Hanois, but it quickly disappeared into a blanket of fog which appeared to be obscuring the whole of the island. However it was a sighting, so keeping well to the southward we stood on, hoping against hope that the fog would lift, but with visions of a quick turn-about and the long sail back to Salcombe or the Dart.

At 1020 the fog thinned out and I was able to fix my position as one and a half miles due south of Les Hanois light. Course was then altered 120 deg.(C) for St. Martin's Point. A big quartering sea was running, but it was a long one and with the wind well abaft the beam we were having an exhilarating sail. When we rounded St. Martin's Point the visibility had improved sufficiently for us to see the entrance to St. Peter Port Harbour, where we were lucky enough

to find room to drop anchor at 1225 hrs. Not a spectacular crossing - but not bad for a 2 four tonner.

It had been our intention to sail across to the Grieve de la Ville on Monday and spend the day on Sark, but we were frustrated to find when Monday came, that Sark was enveloped in ~~for~~ fog for most of the day. We therefore walked to St. Sampson and then on to the new Guernsey Marina. Tuesday saw us up bright and early, and at 0330 hrs. we weighed anchor and set off for Treguier. There was very little wind so we kept the motor running until we had cleared St. Martin's Point, ~~xxx~~ where at 0355 hrs. we took our departure and streamed the log. Once clear of the island we picked up a light northwesterly, but progress was irritatingly slow and we were only making about 2 knots. One

It was a beautiful morning, with only a slight swell, a glorious sunrise and visibility so good that we were able to pick up Roches Douvre light almost as soon as we left St. Martin's. At 1820 we were $3\frac{1}{2}$ miles westward of Roches Douvre and by 1033 we were passing La Jument buoy. Thereafter it was all plain sailing and with a fair wind and tide we made a good passage up the lovely Treguier River, dropping anchor off the Customs house at 1310 hrs.

Although we had very little time to spare if we were to carry out our plan to go on to Morlaix, and be back in the Yealm by the weekend, Treguier is one place on the North Brittany coast that I cannot resist, so after a good lunch we went ashore to spend a couple of hours browsing amongst those lovely old framed and gabled buildings, cobbled streets, and lovely old Cathedral.

With an early start for Morlaix in the morning, we were back on board by 1730 and then dropped downstream under power to a quiet reach, well out of the main channel but with plenty of water, just below Roche Jaune.

We turned in early and after a quiet night we weighed anchor at 0315 hrs. Just after getting under way the compass light failed, due to the bulb burning out, but with so many excellent leading lights, getting out of harbour presented no great problem and at 0340 hrs. when we were clear of the harbour, we set course 270 (C) to pass just south of Sept. Iles.

The wind was about E.S.E. force 2; just enough to keep the sails drawing with the genoa goosewinged to starboard. The sea was calm and with a fair tide under us it was not long before we picked up the Sept Iles light, which we brought abeam at 0545 hrs. We then altered course 265 (C) bringing Plateau de Triagos Lt. abeam at 0625. At 0745 we again altered course to 240 (C) for the Pot der fer buoy which we passed at 0910 hrs. The tide was just flooding nicely by this time so we were able to sail right up to the entrance of the Morlaix River, where we handed sail and proceeded up stream under power, arriving outside the lock at 1240 hrs. We enter the lock at 1300 and by 1330 hrs. we had secured alongside the pontoons. It had been a good passage with a fair wind and a fair tide almost all the way and visibility good enough to pick up all the marks without any trouble - what more could one want?

It was very hot in Morlaix, so before lunch we both had what almost amounted to a warm shower from one of the hoses laid on at the pontoons. After lunch we went ashore to see the town and stretch our legs.

At about 0930 we had a visit from an old friend Dr. Pillet, President of the Morlaix Yacht Club, who rarely, if ever, fails to welcome every British yacht which visits the port. He brought his brother with him and we spent a pleasant hour over coffee reminiscing over our previous visits to Brittany, and over his visits to various West Country ports.

Subject to a favourable snipping forecast, it was my intention to lock out on the midday tide on Thursday and start our return crossing of the Channel. With a favourable forecast of Easterly Force 4 - 5 and no warnings of gales, we said farewell to our friends and locked out. By 1345 we had passed the Chateau de Toureau and were making our way out through the Grande Chenal under sail, but with a little help ~~with~~ from the motor. At this point the variable force 3 wind - mainly from the east, kept heading us; for a while we handed the jib and headed for the Pot der fer under power. Once clear of the harbour however, the wind came just north of east 3 - 4 so with full main and genoa pulling well we were able to dispense with the motor.

We took our departure from the Pot der fer at 1515 hrs. and set course 010 (C) for the Eddystone light; log then reading 4.7. As we cleared the land the wind came round due east and gradually increased to Force 5, but there had been no warning of gales in the area, so apart from changing down to a small jib, we took no further precautionary measures for the night. In fact we were having a grand

sail and Zenocrate was literally herself at just over four knots. By 0030 the wind had increased considerably; still from the east but quite a sea was building up so we took a very large slice out of the main, which left us sailing very comfortably without loss of speed. During the night the sky had become cloudy, but quite a few stars remained to be seen. With the increased wind however, massive black clouds built up from the east, accompanied by one of the worst thunder storms I have ever been to sea in. One moment it seemed to be just over the top of the mast and the next it was miles away. The lightning was terrific and it seemed to be all over the sky. At times everything was as black as pitch and at others the whole sky and the sea was lit up as though by some colossal firework display. It was so fascinating that one even forgot those bitterly cold drenchings that occurred with ever increasing frequency as we ploughed on into the night.

Then came the rain, cold black torrents of it, one after another - and then more wind! By 0130 the wind had increased to gale force and by this time we were both very wet and cold with the spray, which constantly beat into our faces and ran down our necks. I decided to do something about it, if only to give us a chance to get warm and dry. In a brief lull I put the ship about, got the jib aback and at the right moment pegged the helm down and hove-to.....what a wonderful sense of peace after bashing into those foaming seas. Zenocrate was riding like a gull, as from previous experience I knew she would. After lashing a tilley lamp to the boom, we both went below, where Barry turned in on the cabin sole, and I did the same on the lee bunk. By my estimation we were then about 55 miles due north of Morlaix and so well clear of the shipping lanes. I had no qualms about our safety and within a few minutes of turning in I was sound asleep. I think Barry eventually did so too, but at first he was quite apprehensive about leaving the ship to look after herself.

I woke at 0440 and went on deck to find that there had been some slight improvement in the weather. The seas were still pretty big and the wind still whipping the spindrift horizontally off the wave tops; about force 6 - 7 I should say. After having some cheese sandwiches and soup we got the main off her and hoisting a No. 2 genoa we gybed round and set course 010 (C) for home.

It was drizzling with rain, but by this time the dawn was breaking and there appeared to be every prospect of a general improvement in the weather. There was still a lot of wind, and seen from the cockpit of a very small yacht, those very confused seas looked big enough to overwhelm her, yet strangely enough they never seemed really vicious. This may well have been due to the fact that I was fighting a constant battle to try and prevent those great green and white foaming and heaving pyramids which constantly threatened us from actually breaking on board. In point of fact during the whole trip back, this only happened on three occasions, almost drowning us and half filling the cockpit. Then we had to pump like hell for about two minutes before it was all clear.

I hate to think what might have happened had we had the mainsail up and those masses of water had landed in the sail. As it was we frequently lay so far over that the lee side deck at the waist was completely submerged. Gradually the rain stopped and although visibility was still poor, by mid-morning weak sunshine was trying to break through. This made life a lot more pleasant, especially for Barry, who not being able to face up to any food at all during the night, had had to be sent below to turn in for a couple of hours in a state of almost complete exhaustion. However when he did recover and had had a hot drink together with some food, he was able to take his turn at the helm without any further trouble.

As the day wore on, conditions generally began to improve; the sea moderated somewhat and the visibility gradually opened up - so much so that at 1440 hrs the Eddystone was sighted bearing 015 (C) distant about 4 miles.

Up till this time we had seen no shipping at all, but almost simultaneously we sighted a fairly large yellow-hulled French fisherman, making way to the southward but too far distant to be identified.

It was not until 1530 hrs when we were almost up with the Eddystone, that we were able to hoist the main. There was still a fairly big beam swell, but it had lengthened and we were able to make good progress. At 1540 we brought the Eddystone abeam to port - 3 cables and then we were on the home straight. So we fondly thought! It was not quite so easy for by 1715 hrs. the wind, which had been steadily backing to the N.E. was almost on the nose. With only four miles to go we felt we had earned a rest and started the motor. By 1815 hrs. we were moored in the River Yealm - 29 hours after leaving the Morlaix River, despite having had

to heave-to for about three hours. Quite an exciting sail, with no real problems and no damage, except a cracked starboard navigation light glass and a few frayed track slide seizings. By the log we had sailed 104 nautical miles, at least 45 of them under No. 2 genoa with virtually no loss of speed. Truly a night to remember!