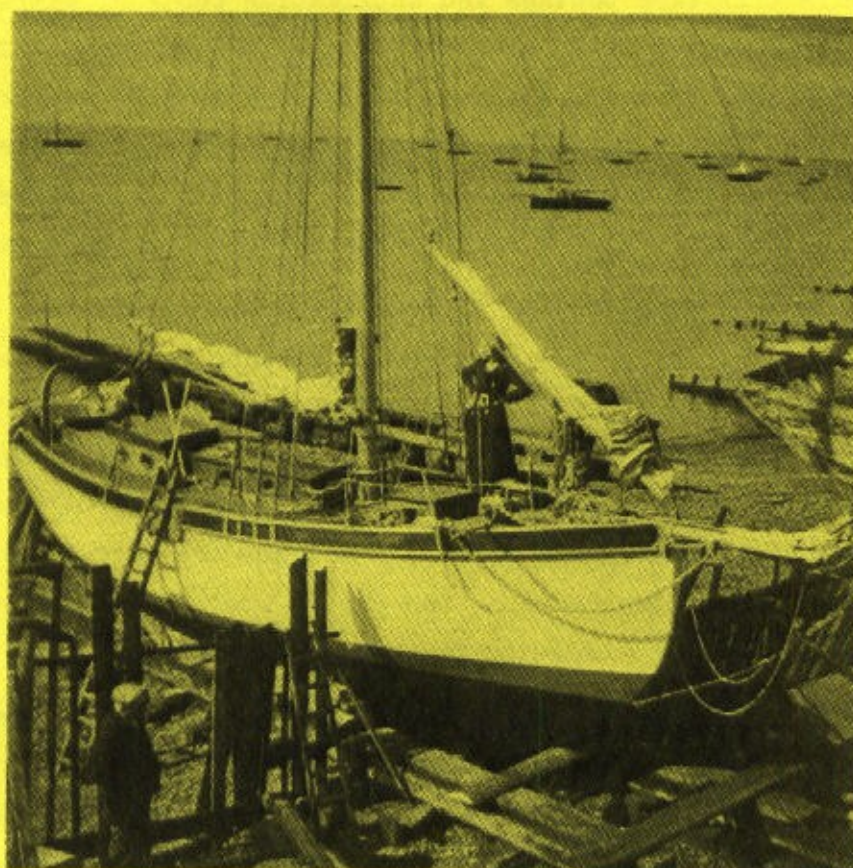


**No: 19**

**The  
Harrison  
Butler  
Association**



**NEWSLETTER**

**Summer**

**1984**



OUR PRESIDENT'S LETTER  
Including Secretarial Matters

MAY 1984

2 THE CHESTNUTS

Dear Members,

You may have noticed that this is more a Summer than a Spring Newsletter. The change to a February A.G.M. makes it more sensible to have a Summer and a Winter bulletin. It's no good sending notice of meetings too far ahead or they may well get to the bottom of the pile and forgotten. The notice about the Laying-up Supper is included with this Newsletter and this will be the only intimation. This will save postage and duplication costs of extra notices and as these are usually sent only to people living within an assumed reasonable distance from the venue of the meeting it could be that some members who live at the other side of the world but were visiting the U.K. at a relevant time might miss their chance of a lifetime by not having been made aware of the date of one of our functions. (What a very long sentence sine punctuation!)

The A.G.M. recovered from the low turnout of 1982 and this year 36 members were here for lunch and 34 for the meeting. In addition we had two guests, Garry and Sally Alder, for lunch. Garry made very good use of my camera and I have a lovely record of the occasion on slides. Incidentally, the film was Fujichrome 400 and no flash was necessary. The customary fruit cake was elevated to birthday cake standard this year to mark the fact that the H.B.A. had been in existence for ten years. One member wrote kindly to say he hoped I'd have the strength to continue for another ten years: so do I!

It was very rewarding to meet so many of our most recently joined members and I hope that you had ceased to feel "new" by the time you left. I look forward to meeting you all again but don't be surprised if I have to ask you to tell me your names again. I had quite a lot of things on my mind that day.

The Minutes of the A.G.M. are included and contain the unwelcome but necessary news of another rise in the subscription rates, as from January of this year; not waiting until next January. There is an increase of £2.00 for everybody, bringing the rates to £7.00 for Full Members and £5.00 for Associates. At £3.00, the Associates were not viable because the newsletters cost about £2.00 each to produce (delivered). We hope to be able to stick at this rate for a while as it is unsatisfactory always to be asking for more money. I do hope you feel that you are getting value for money.

There is welcome news for those who sent their £2.00 lunch money and were not able to get to the A.G.M.: your £2.00 has already gone to Janet to make up your subscription money to the correct amount. I hope that anyone who has not



remembered to send the necessary amount to Janet Band will do so while this reminder is fresh in your mind. We don't like nagging but we do need the revenue.

I've had lots of interesting letters: several from faithful Geoff Taylor, who wrote from various points on his route from England to the Virgin Islands and again from The Azores on his homeward voyage. He met Mary Goodhand in Tortola before he left. Mary was staying with her daughter, Rosalind, to convalesce, after giving us an anxious time for some weeks during December/January. It was good to know that she was well again.

Writing from Horta, Faial, Geoff says: 'I arrived here about 11p.m. on 7th. May from Tortola, B.V.A. It was an absolutely fantastic sail up and I knocked a week off my previous time, doing the 2504 miles (logged) in 25 days and 9 hours for an average of 98.7 miles per day. Had the wind not eased on the second last day, I think the average would just have crept up to the 100 but it wasn't to be.

My dreary slow crossing from the Canaries has now been adequately compensated.

I slipped WATERMAIDEN in the Road Town the day or so before leaving and cleaned up the bottom and gave her a single coat of TBT. Once back in the water, I set off immediately, having all my stores and water already on board.

Winds initially were in the S.E. quadrant so although I could not lay the G.Circle course I was not too far off and keeping the wind a shade free (fine reaching), I had a perfect first week with very little sea, blue skies and hot. During this week the only sail change was to try the cruising chute which I kept up for 24 hours but quite frankly, when it's pulling to the side I feel the top of the mast is not adequately stayed in this direction - only a light cap shroud. Forwards is O.K. with the substantial backstays. So I took it down. The wind gradually hauled aft until it was almost on the beam where it remained for almost the whole trip except for about six days when I had it aft. Why a S.S.E. wind should blow Force 5 for 11 days I don't understand but I wasn't complaining.

There was a period when the wind changed that it got up quite strong, 7 or so, and I doused sail to run under bare poles but for some reason she lay a-hull so I left her as I didn't particularly want to go in the direction of the sea and wind anyway. That lasted about 11 hours and was the only bad weather of the trip.

Calms totalled 3 hours. Again, not typical. I had three days of solid grey murk and never saw the sun or sky. Everything was at wave-top level including my morale. But it passed away eventually. I did get blown a little further north than I would have wished, but it gave me the bonus of seeing

Flores as I passed to the south. I hadn't seen it before.

On the morning of 7th. May I looked out and there was Pice, fine on the star-board bow. The sky was reddening and there was a thin band of clear sky under the cloud along the eastern horizon. The upper part of the volcano stood up black against the sky. Quite an impressive sight - later, I worked out that it was 91 miles away as it took me a further 17 hours to get into Horta, arriving by the light of a half moon. I anchored in Horta which is easy of access and the lights on the mole and town give more than enough visibility. I was the only yacht at anchor. A dozen or so were on the quay or the moorings where I later went, on direction of the Port Captain.

What friendly people here. It is a great pleasure to arrive and I was looking forward to it. Peter, in the Cafe Sport (I have heard tell of him. QJJB) recognises me when I walk in and the first beer is on the house. Why he should remember me out of the hundreds who pass each year I don't know.'

Geoff said he was waiting to pick up his same crew who had sailed with him to Villamoura and they would then head back to Plymouth and Mashfords'. He also said that he felt the need of a larger boat so has advertised WATERMAIDEN for sale. Of WATERMAIDEN he says: 'I know a larger boat will be more difficult to sail - WATERMAIDEN is so easy and docile. She is definitely the ideal single-handed vessel - and no slowcoach as this trip proves. There was an 11 day period from 25th. April to 5th. May where I averaged 118 miles/day - i.e. 1300 miles or so.'

My father said of WATERWRAITH, which was her first name, and I quote from VINDILIS' log book: 'June 6th. 1939. Pike took us to see his new Rose of Arden building by Mashfords' at Cremyll. She is a very nice ship but he has not improved the accomodation by altering my plans.' Perhaps if WATERMAIDEN had the original plan restored Geoff would not feel so cramped with other people on board? I wonder if you drew/painted a picture on the harbour wall at Horta, which I understand is the custom? I hope I shall see you, Geoff, before you dash off again - but, perhaps you should go to Australia, to find out if SEASALTER (Aristene design) is still for sale. She is large: LOA 38' LWL 30' Beam 10'3" Draught 6' T.M. 13.8 tons.

Even better than letters (though I had those as well), I had a visit from Frank Hart in person, in February. It is always interesting to meet people after years of correspondence. Frank has a year's leave and spent a month in England visiting his mother and other members of his family. We got through an immense amount of conversation in the time he spent here and I certainly enjoyed his visit, though I think he went away reeling somewhat under the load of information I had given him. It was very sad that Frank had to



leave Britain about four days before the A.G.M. but he had a date with ISABELLA, back in Australia. His plan was to sail up the Eastern coast of Australia as far as possible and I am hoping to be able to give news of his progress in a future newsletter.

I have, in fact, heard that Frank had reached Sydney by Easter. Kathy Veel has written and told me that she had spent a few days with him and they sailed to Port Stephens, about 100 miles N. of Sydney. When Kathy wrote, on May 7th., Frank had reached Clarence River.

Kathy herself has been very busy inside QUEST. A project which started as "a minor alteration to the galley" became a magnum opus and QUEST was stripped of everything bar the settee berths. The object of the exercise was to make QUEST more comfortable as a live-aboard yacht. I'm sure the time and effort has been very worthwhile and it certainly sounds and looks, judging from Kathy's drawing, as though she now has a comfortable home. Although this feverish activity has precluded cruising, QUEST has been taking part in the local races and recently 'she sailed in the inaugural Sydney Vintage Yacht Race - open to yachts more than 30 years old. It was a lovely day, despite the rain, and terrific to sail QUEST in such a classy fleet.' QUEST finished 7th. in the season's Twilight races.

Kathy often sees QUEST's previous owners and, I quote: 'Mary came for dinner when Frank Hart was in Sydney and we had a good rave about H.B. boats and sailing. We declared the evening the first meeting of the Pacific branch of the H.B.A.!' I hope it's not the last: I've always hoped that there would be local enclaves with news coming back to us to be included in the main newsletters. We do, of course, receive very interesting letters and the gist if not the whole is passed on. We could do with more and, remember, the more letters we receive, the more interesting will be our newsletters.

Scott Crawford wrote to apologise for deciding not (at any rate, not for the present) to build an H.B. design. Who can blame anyone for wanting to build to his own design - or hers, for that matter? I shall be interested to hear more of her.

A letter from Craig Phippen told of good cruising last year: a two months' cruise to the Bay of Islands, taking in Whangaruru Harbour, Deep Cove, Waikare Inlet, Russell, Opua and Waitangi where they anchored off and witnessed Prince Charles and Princess Diana in a giant 128' Maori canoe, with 100 or more paddlers.

They continued north from the Bay of (100) Islands to Whangaroa Harbour (very fjord-like) and returned via the Hen and Chicken Is., which are wild-life sanctuaries and also, very windswept: wild life in more than one sense, obviously. Landing on to a boulder beach, with a large groundswell and they spent an

uncomfortable night riding to fore and aft anchors in order to keep OMICRON bows on to the swell.

This trip was shared with a genuine Seabird yawl built in 1908 but a less happy report on another quite elderly yawl was that SHEILA II (designed by Albert Strange) slipped her moorings and was damaged on rocks and submerged for several days. What a terrible blow for Pete and Lynn Nelson - whom some of you will remember from our 1978 A.G.M. You have our sincere sympathies and we hope that Craig's belief that SHEILA is repairable has been justified.

Craig certainly had a good season for he also managed to fit in an ocean cruise from New Zealand to Fiji - 1300 miles, in 10½ days, but not in OMICRON. The boat had no engine and the battery was charged, inadequately at times, by a 1.2 amp solar panel which worked well in the Fiji sunshine.

Brian and Pat Terry, now based on Cyprus, have plans to take NAIDA to Turkey this year and have had to equip themselves with an official rubber stamp for their documents.

How people do come from all directions and how delightful it is to see them! This week, Paul Avery, who lives on Denman Island and is a friend and neighbour of Hubert Havelaar (good to hear news of you again, Hubert) came, in search of information about Omega. I rang John Gordon and was given permission to go on board JASLIA, so Paul and I had a most enjoyable day despite the fact that nobody we called on was either at home or on board the relevant boats. We struck lucky in Hamble and had a cup of coffee and a lot of laughter with Edith Forster. Mr. Chairman was out. Then we went to Southampton where we found JASLIA, poised on Shamrock Quay. This was better for Paul's purpose than if she had been afloat because it enabled him to see the complete hull. We went on board, creeping under the covers and spent about an hour, with me sitting comfortably in the cockpit and Paul absorbing all the below-deck details. He was thrilled by what he saw, and astonished by the amount of space down below. I was able to answer most of his questions and to make some suggestions, and now Paul is itching to get started on building OMEGA OF VICTORIA. I think that, at 24, Paul is our youngest (Associate) member and he has the enthusiasm to match his years. It's a long way to come, from British Columbia to Berkshire/Hampshire, to see the Omega design in being and to find out all about her. Paul left me to go to Burnham-on-Crouch, hoping to be able to see OMEGA OF BROOME before going to Belgium to stay with Bob and Manette Van Hoeghten. It must be said that Paul did also have some relations to visit in the U.K.

I have been taken to task for not mentioning the exploits of CONSTAR and ZENOCRATE last year when both boats entered the Round the Island (I.O.W.) Race and were, I think, the smallest yachts taking part. We didn't in fact get the



information until after the newsletter was sent out. I hope you both do well this season and I look forward to having your report.

The Editor and I were wondering which design to feature in this production and Peter rang me the next day to say he'd had an idea which turned out to be the same design which had come to the forefront of my mind. Thus Khamseen A adorns our pages, together with my father's comments on the design. Anyone who has "Cruising Yachts: Design and Performance" will notice a difference in the accomodation plan: for some reason, unknown to me, the plan in the book is the one belonging to the original Khamseen design, eiderdown and all. I have been aboard both DOROTHEA and MAT ALI, the boats built to the original design so I shall be very interested to see JARDINE. DOROTHEA was the first HB boat to make a circumnavigation but was lost on her second circuit, sadly. MAT ALI is still around though we have lost track of her. She was built in Malaya for Peter Edwards who later had a Dream of Arden, SELAMAT, built, also in Malaya.

Modified versions of Khamseen A have been built, one of them by Hubert Havelaar, and two Khamseen A.s have been built in Italy, one a Bermudian cutter, as designed, and the other Alessandro Sternini's gaff-rigged cutter, JARDINE.

It seemed an opportune moment to describe the Khamseen A design as Alessandro is even now plying his way from billow to billow, speeding from Italy to England. His cruise is not the happy voyage it should have been for, shortly before his departure, Federico, one of his brothers, was killed in a motor accident. I hope that the fruition of Alessandro's plans in sailing JARDINE to England will bring some solace. He will at any rate find a warm welcome. I hope that JARDINE will be in the Hamble on September 22nd. for the Laying-up Supper and then we shall all be able to see what the enlarged version of Zyklon looks like.

There must be many skills vested in the H.B.A. membership and it's good to hear of these being used to help other members. Peter Mather is one who has been able to give advice, and has done so, drawing on his experience in the field (or perhaps I should say, ocean?) of marine insurance. We all have something to contribute.

You may be puzzled, after perusing the Minutes, to find no mention of the suggested East Coast Meet. Peter Mather has scurried round, trying to find a suitable haunt but to no avail: further investigation is necessary and we may be able to arrange a meeting for next year.

And, speaking of next year, for those who favour forward planning, next year's A.G.M. will take place on February 23rd. Perhaps Frank Spooner, you will be able to join us, though February is not the best time of year to be visiting the U.K. It would be lovely to have Australia represented at the

meeting. It will be good to meet you anyway, whenever you come.

I'm certain to remember all the things I've omitted as soon as this letter is in the post to the Editor but they'll have to wait until our next exciting number. Please keep writing to me (and I'll endeavour to reply) and/or, send contributions to Peter.

The H.B.A. has had a wonderful year of increase in membership and you will find additional names in the Members' List since the supplement sent out last Autumn. I welcome these new members to the Association and hope to see you, perhaps at the Laying-up Supper.

I've had many kind enquiries after my health which seems to me to be pretty good, thank you.

The Editor, in the last Spring Newsletter (1983), wished you all 'happy downwind sailing.' I shall end by wishing you what is perhaps even more important -

Happy upwind sailing!

JOAN.

P.S. When discussing the boats built to the Khamseen and Khamseen A. designs I didn't mention KAPOEAS, a steel-built Khamseen built in Holland in 1932 but reduced to 25ft.LWL. Her owner, H.Munig-Schmidt, brought her to the Solent in the summer of 1932 and on August 1st. my father and I sailed in her.

SANDOOK's log-book records THB's opinions of KAPOEAS: 'She is a fine bold-looking vessel and has far more room inside than SANDOOK. Her gear and leads call for considerable improvement.' (SANDOOK was a 25ft.LWL Plymouth Hooker.) He was critical too of her under sail in a strong S.Wly: 'SANDOOK easily leads KAPOEAS on all points of sailing but KAPOEAS has been on a long cruise and is very foul. She has a short tiller and carries a very strong weather helm, far too much. Her boom is very low and her headsails sit abominably. She needs a foot off the clew at the foot and a bigger jib on a longer bowsprit. It is extraordinary that she should pull so hard, for her C.of E. is well ahead of the C.L.R.

Five years later, almost to the day, my father and I sailed aboard DOROTHEA, on 4th. August 1937, and VINDILIS' log records: 'She steers with a wheel and chain gear. She is well balanced and handy but very slow. Not enough sail area.' ARGO, an early HB built in 1914, with 21.5ft.LWL and VINDILIS, 22.5ft.LWL, both went right away from 28ft.DOROTHEA. I think Khamseen A. will have a good turn of speed, judging by the Zyklons.

Hubert Havelaar has built a Khamseen A. expanded to give 30ft.LWL (Send me a report of her behaviour, Hubert!) and WHITE SQUALL is a deviation from Khamseen. She has been lengthened at the stem, above the waterline, the beam has been increased, and the draught reduced so she is less authentic than a boat which has been extended or reduced proportionately. I have only just discovered these discrepancies as I had not previously read the WHITE SQUALL file. I'm always slightly suspicious of "H.B." boats which have been "pirated" from the yachting magazines or my father's book. It's such a pity because the plans of most of the designs are available. O.J.J.B.



Z E N O C R A T E   G O E S   F O R E I G N

It was 2130 hours on Wednesday, 29th. June, 1983 and ZENOCRATE was sliding past the Hamble Point, heading round the back of the Isle of Wight towards Bembridge Ledge buoy.

Earlier that day, I visited the Southampton Weather Centre, and had been told exactly what I wanted to hear: winds in the Channel 3 to 4 south-west overnight, and backing north-east later, with lighter winds to follow over the weekend.

With four days off work, things couldn't have been better. ZENOCRATE, with No.2 Genoa and a new cruising main, bearing her number Z10, slid through the water at 4 to 5 knots past Ryde and the Forts.

Keith, my crew, who has an old steam yacht called ROMANCE on the River Hamble, was also looking forward to the trip. For him, it would be his first time in a 21 foot boat (his being 64 feet). For me, well....just to say I had been across the Channel in ZENOCRATE would be enough.

With my course worked out, working on high water at Dover, I set the compass on 210 degrees and left Bembridge Ledge buoy bang on Midnight. I contacted the Solent Coastguard with my intentions, and in return he supplied me with an up-to-date weather forecast.

"Solent Coastguard to ZENOCRATE, winds 4 to 5 gusting 6 with rain, backing to north-east, winds becoming lighter, and clearing as weekend draws nearer. Seas lumpy, have a pleasant crossing."

I thanked him for his information and got down to the serious matter of sailing.

Our course of 210 degrees had me pointing close to the wind, but ZENOCRATE was making good progress. At that moment we were still under the lee of St.Catherine's Point, but, as I had expected, at 0130 hours on clearing the land, the seas were larger and the wind a good 5 and at times probably 6.

The waves were quite steep and close together; ZENOCRATE was almost stopped dead at times and then laid well over until again we gained momentum. I decided to take a reef in the main, to ease the strain on her. The Yanmar 8 diesel was started at low revs, to give me a steady 5 knots, as I had worked out our passage on an average of 5 nautical miles to the hour.

As the night drew on, the visibility grew less and it began to rain. ZENOCRATE was doing well. Seas were coming across the foredeck and at times dropped away in what seemed like big holes in the water.

It became impossible to keep an hourly E.P. on the chart. I was being thrown about in the cabin so much, that I couldn't keep the parallel rule steady.

I decided to keep to my 210 degrees and if I kept up my 5 knots, I could see no reason why I shouldn't be on course at the end of the day, having worked out my tides earlier.

Dawn; neither Keith nor I had been able to get sleep, but this I didn't mind. The excitement of doing the trip didn't lead me to really want sleep. The visibility was then about 2 miles, and it was pouring with rain. Ships were coming from the east.

We drank coffee and ate rolls we had made up earlier, and were both in high spirits.

It was 1030 hours, and the 'Truckline' Ferry, which runs between Cherbourg and Poole, came out of the rain on my port bow about 2 miles away. I estimated I had about another 4 hours of sailing to Cherbourg. The tide was still going west, but coming up to low water.

The wind remained in the south-west, but became lighter, about 3 to 4. I shook out the reef, but kept the diesel running, maintaining my average speed.

1300 hours, and there it was on the horizon. I could just make out the sight of land, and to make things better, on my port quarter, was the Townsend Thorensen Car Ferry from Southampton. I was right on course.

The sun came out and the sky cleared; it couldn't have been better. I raised the French tricolour from the starboard crosstrees, and the 'Q' flag from the port, and ZENOCRATE sailed in through the west entrance of Cherbourg. I had got it right on the nose, and ZENOCRATE had made it foreign - for the first time, I believe.

Whilst in Cherbourg, ZENOCRATE had many admirers. Boat-owners stood, looked, and asked questions. I must admit to feeling rather proud of my little craft, and perhaps all the hard work during the winter was really worth it; just to have one's boat appreciated by others.

We spent a very leisurely day on Friday, until 1530 hours, when again ZENOCRATE set sail, this time for Alderney.

Because of the state of the tide on leaving, I set a northerly course, 325 degrees magnetic to be exact, which I kept for three hours. The sea was like a millpond and the sun was very hot. What a beautiful day. After 3 hours at 5 knots, I realised that I was setting too close to the Alderney Race and altered course due north to counteract being carried too far down.

At 2030 hours, on taking an R.D.F. bearing, I altered to 120 degrees magnetic, and after one hour, lay at anchor in Bray Harbour, Alderney.

I had intended to leave Bray at 2330 hours on Saturday, but having listened to the weather forecast, I chose to leave at 0930 hours. Fog was forecast. So at 0930 hours, Saturday morning, we left Bray Harbour, course set 030 degrees magnetic, with a south-west wind, 3 to 4. Sails set, with No.2 Genoa poled out, we were soon sailing at 5 knots in a very calm sea. This was sailing! But it wasn't meant to last. Every hour I kept up the Estimated Position on my chart. Visibility began to get less, and by 1230 hours it was down to about half-a-mile. Ships' fog-horns were heard, which sounded eerie from the cockpit of a small yacht. At 1530 hours the fog was so thick that I estimated visibility down to no more than 50 yards; yet looking skyward, the sun was shining down on us from a fog-free sky.

I put my position at 27 miles from the Isle of Wight, and not knowing how far across the Channel the fog stretched, I decided to call Solent Coastguard. They replied first time and, turning to Channel 67, I was told that they had visibility of 12 miles and lifting. This was good news; fog that thick was not very pleasant. I must say, the installation of my Quasar radio was well worth it. One hour later at 1630 hours, as though a curtain was raised, we sailed into clear water. What a relief!

At 1840 hours, we sighted land and I took an R.D.F. fix, having worked out my position and tide direction, and altered course to 020 degrees, allowing for the tide still going west. At 2130 hours, we coasted past the Needles into the Solent.

It had been my intention to sail into Hamble flying the 'Q' flag, so not to be outdone, I anchored outside Newtown, amongst many other craft, who were obviously there for the week-end. Keith and I finished off a litre of wine and ate the remains of our French bread and Brie cheese, before settling down at anchor for the night.

Sunday, and it was going to be a scorcher. Bodies in all states of dress emerged from the surrounding anchored yachts (some weren't bad!) and began throwing themselves into the sea.

Inquisitive skippers from nearby boats enquired where we had come from, after seeing ZENOCRATE was flying her 'Q' flag.

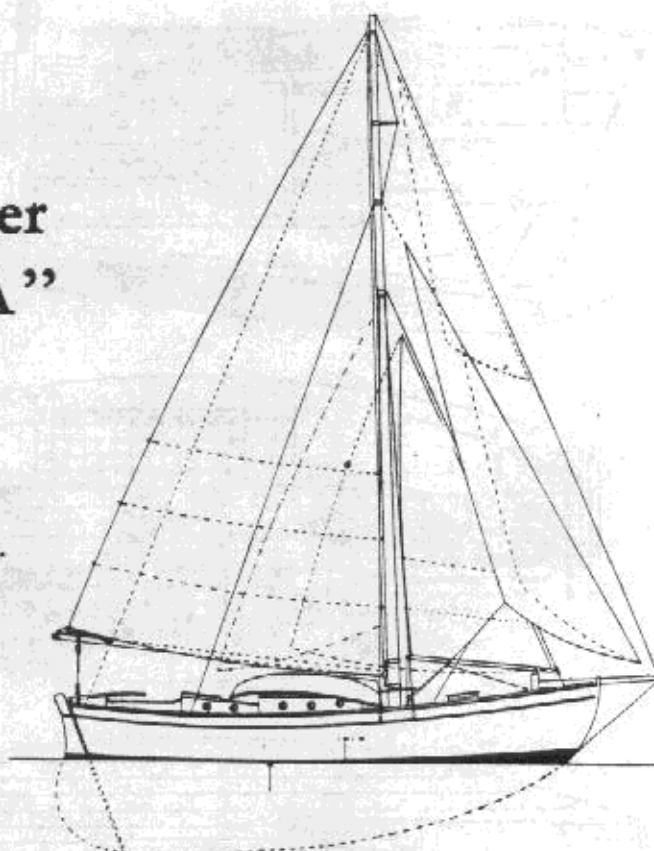
1230 hours; up anchor and towards Hamble. Light winds aft, we ghosted up the Solent, more on the tide than the wind. Off Calshot, on went the engine, down went the sails, and ZENOCRATE entered Hamble River, 'Q' flag flying and the Knotmaster having recorded 216 miles. I am planning the next trip already.

John Winkworth.



# The 10-Tonner Khamseen "A"

LOA ..... 31.5 ft.  
 LWL ..... 28.0 ft.  
 Beam ..... 9.5 ft.  
 Draught ..... 5.5 ft.  
 Thames measurement ... 10.6 tons  
 Displacement ..... 8.8 tons  
 Iron keel ..... 3.0 tons  
 Inside ballast ... 10.0 cwt. (about)  
 Stability factor, 20  
 (Admiral Turner)  
 Designer ..... T. Harrison Butler

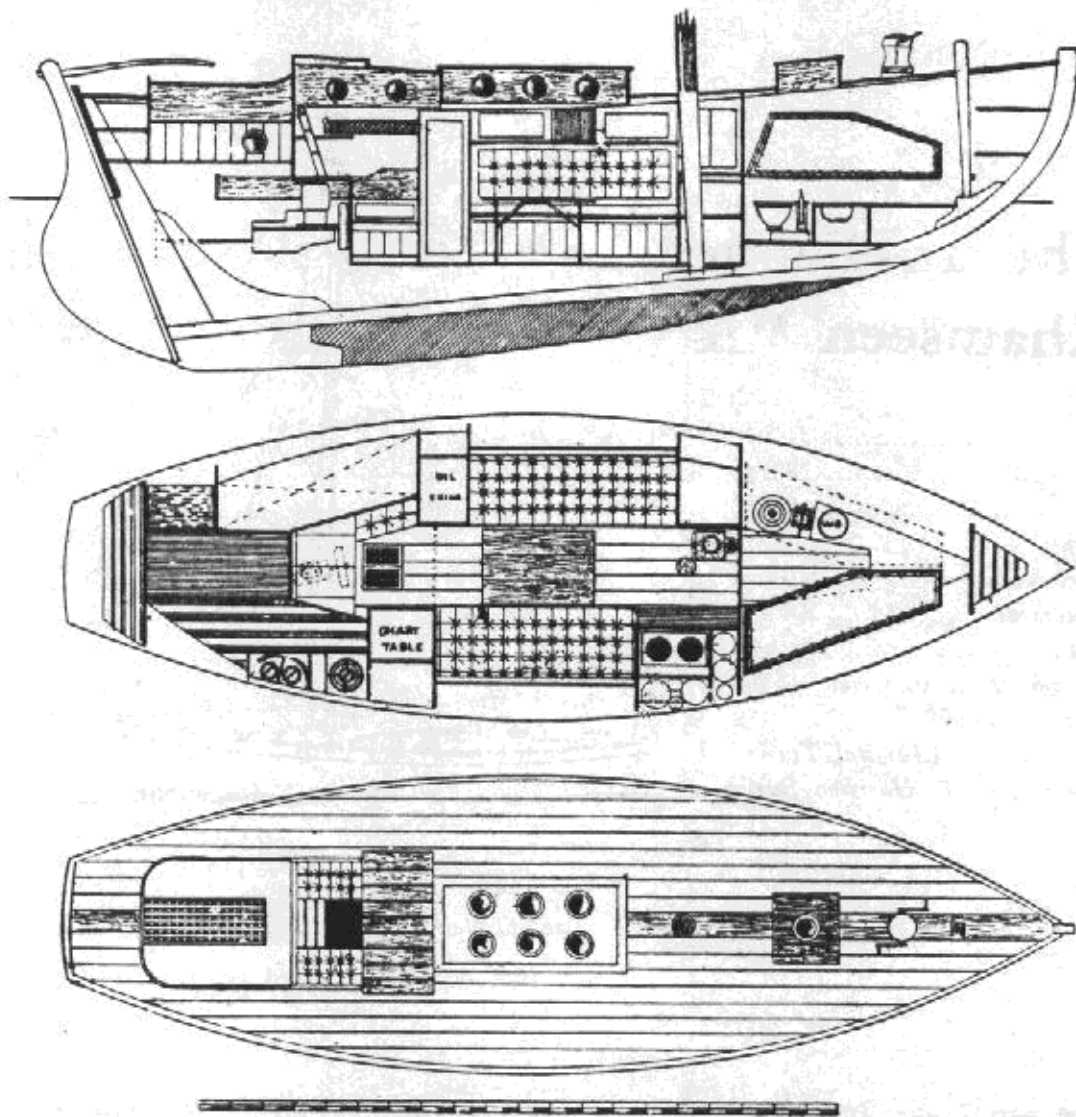


*The sail plan is quite straightforward.*

Ten years ago I was asked to design a small ocean cruiser. She was to be built up-country in Ceylon, transported to the sea, and sailed home to England by the owner and a friend. I designed Khamseen, a 10 ton Bermudian cutter with a hull of the refined quay punt type.

The project to build Khamseen in Ceylon never materialized, but Mr. E. P. Edwards built in Malaya MAT ALI to the design, and she was carried on the deck of a steamer to Port Said, and then sailed to Cette on the South Coast of France. To avoid trouble consequent upon the Civil War in Spain she went through the French Canals to Bordeaux, and emerging into the Bay of Biscay, sailed home to England.

Another example was built by Anderson, Rigden and Perkins at Whitstable for the well-known artist, Mr. L. H. F. Irving (DOROTHEA), and when last I saw her, and actually sailed on her in 1939, she was at Falmouth. Both these owners are very satisfied with their yachts, and so I felt that she was worth a new and revised edition. I have never worked out the metacentric analysis of Khamseen, a word which is the Arabic for "40", and is the name for the hot desert wind that blows for forty days in the Near East, but it is obviously poor.

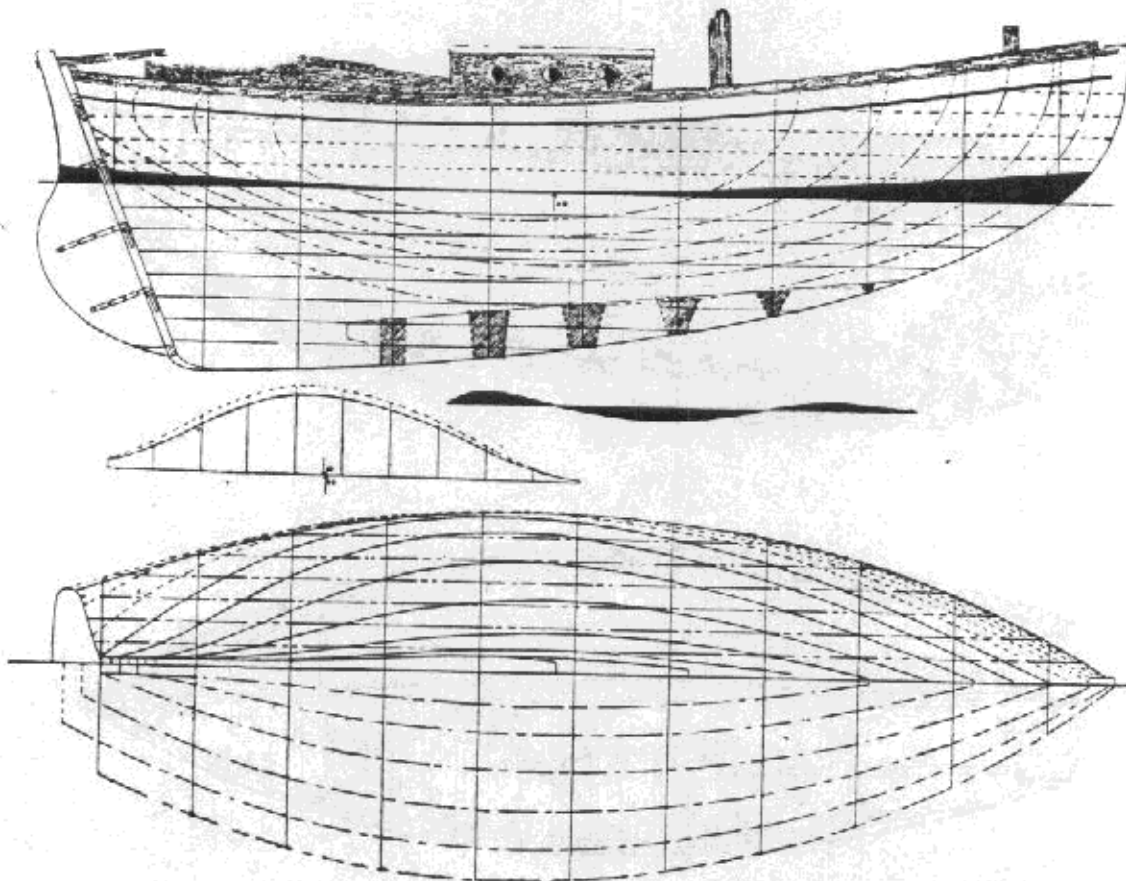


The lay-out of the new Khamseen.

I combined the original lines with those of my Zyklon design, now well-known as the Z 4-tonners. I spaced out the sections of Zyklon till her dimensions were LWL 21ft. and beam 7ft.2in. Changing the scale from 1in. to 1ft. to  $\frac{3}{4}$ in. to 1ft. gave the dimension of the new Khamseen 28ft. by 9ft.6in. Like Zyklon she has a perfect metacentric analysis, and her centres of upright and heeled buoyancy coincide.

So Khamseen "A" is an elongated Zyklon, and should have all the advantages of the smaller yacht accentuated by increased size and longer waterline compared with beam. The ratio is almost 3:1, which is about correct for a yacht of this size. The sail plan has been modernized by reducing the length of the boom and slightly lengthening the mast. The resulting displacement is virtually the same in each case, but I have given Khamseen "A" less outside ballast because I feel sure that the original weight was excessive, and would



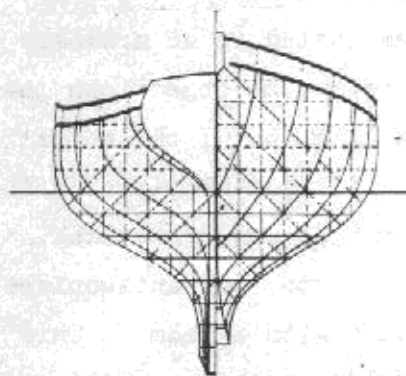


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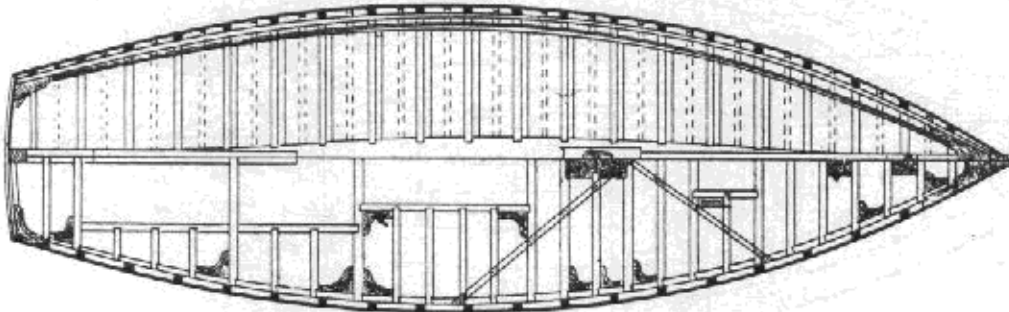
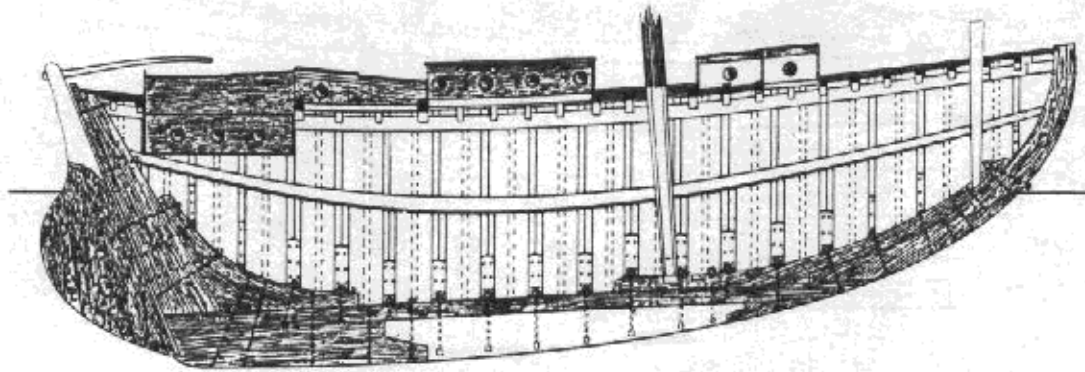
most probably put the yacht below her marks. The Z 4-tonners are marvellous performers before the wind, and two have run up Channel before a 70 mile an hour gale in safety. Khamseen A ought to have greater ability in running because of her finer waterlines and her perfect balance. The lead keel of the original design necessitated by the difficulty in getting an iron keel up-country in Ceylon has been replaced by an iron one.

This will be cheaper, and is stronger and less liable to distortion after encounters with rocks. Not that I design vessels for this particular purpose.

The sail plan calls for no comment. Some may object that the geometrical centre of effort is very far ahead of the



*Because of her finer waterlines and perfect balance she should have great ability in running.*



*This construction plan belongs to the original Khamseen.*

geometrical centre of lateral resistance, but I am sure that the yacht will not carry lee helm, except perhaps in the lightest of zephyrs, but will have a perfect harmony between sail and hull. I have not seen my way to provide a permanent preventer backstay; the bumpkin would be too long and unsightly. I have dotted in an ordinary preventer which may be used in heavy running. There may be objections that this stay might be carried away in a gybe all standing, but I think that I am right in saying that this does not occur. The sail if and when it hits the preventer has not wind in it, and either stays amidships are gybes back. The runner is manipulated by a lever of the Highfield type, and antagonizes the stresses set up by the jib. The foresail is fitted with a boom. This is not as effective as a loose-footed sail with an overlap, but it is most convenient, and is a wonderful sail to run with in a hard wind or gale. The goose-neck is fitted to slide on the mast so that its weight conduces to a tight luff. A tackle will naturally be fitted to tack the boom down if necessary. The small old-fashioned jib topsail may induce



criticism.

It is, however, a most effective sail. One day I was reaching along the Hampshire shore in company with FARAWAY, a yacht of similar size and form to VINDILIS. We were holding her, in fact, slowly going away. Johnson set his tiny jib topsail and I retorted with my far bigger balloon staysail, but he steadily drew up and eventually passed me, and all because of that skysail, catching better wind aloft and increasing the vacuum behind the head of the mainsail.

I have shown a balloon staysail. This is a most handy and valuable sail, and if sheeted inside the rigging it can be carried to windward with great advantage. For this reason I have kept the head low, perhaps not quite low enough. I suppose it ought to have a concave leech and straight foot. I hate the sight of these low-cut hollow-chested sails, and I like to be able to see under my headsails.

As regards the layout, starting on deck we have a wide companion hatch to allow the provision of a seat on each side. These are shown with cushions, and would be most valuable, especially in cold weather. The top of the engine casing acts as a floor for the sitter. The seats themselves will be removable and can be placed at a higher level in bad weather, in fact, raised to slide level to keep out the spray. The cockpit is water-tight and self-draining. At the foot of the ladder there is a grating to run off the drips from wet oilskins, and immediately to the left and in front of the ladder is the oilskin locker, with a shelf for sea boots. On the port side is a seat, and behind it a full-sized bunk fitted with a waterproof curtain to keep out spray. Under the ladder is the engine casing. On the starboard side is a large chart table and behind it a cupboard for navigation instruments, and under this a shelf for books. Under the table is a locker.

There is no skylight, but the top of the cabin-top has six ports which, of course, do not open. Ventilation is provided by five opening ports a side. Aft of the chart table is a rack for sails and warps, and shelves for the running lights, as the Americans call them. The two cabins may be divided by doors, but I think that a curtain is all that is necessary, or better still nothing. Now we come to the controversial question. Where shall we put the galley? In its present position it is available from the fo'c'sle or the cabin and if at any time a paid hand were carried it would be convenient. But when I had inked in the galley I found that there was not standing room in front of it. Either the cook must have a folding seat attached to the mast or the trunk must be carried forward of the mast American fashion. There are two other alternatives: we can leave the chart table where it is and place the galley immediately for'ard of it, or the galley can take the place of the chart

table which then comes for'ard of the settee. Either plan has advantages.

The little heating stove by the mast is a comforting thing, but never forget that cast-iron is porous to gases when hot and provide adequate ventilation when the stove is in use. There is such a thing as carbon monoxide poisoning. A Dorade ventilator can be placed behind the mast to one side, and a meat safe can match it on the other.

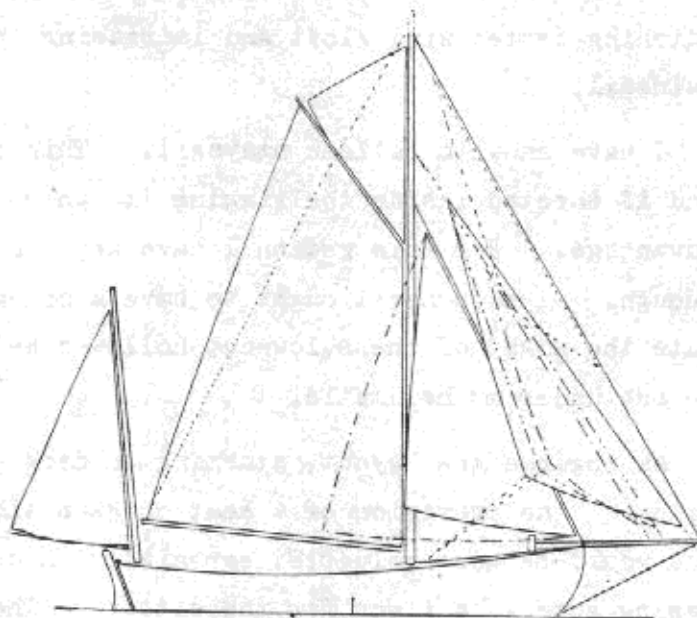
The fo'c'sle is exactly to the plan that I have found thoroughly practical in VINDILIS and other yachts of her family. Toilet and wash basin on one side and two turn-down cots. One cot would be better, for it gives space for a large sail bin.

I have a great prejudice against separate toilet Compartments on these small craft. They are nasty, stinking holes, too small for efficiency at sea when the yacht is knocking about, and very difficult to keep clean, and they waste an enormous amount of space; away with them.

They have been fitted into my designs, but in each case the owner has admitted that it was a mistake. They are a nuisance, and any imaginary privacy is chimeral.

Water will be carried in tanks under the cabin sole, and if more is wanted, in tanks under the seats. The backs of the seats turn down to reveal a large space for bedding, and above on each side are lockers for crockery and clothes. The table folds down into the cabin sole like the one I have in VINDILIS. It is most satisfactory. On the port side forward of the settee provision will be made for the lockers to hold food and edible stores.

The construction plan belongs to the original Khamseen. At this stage in the world's history it hardly seemed worthwhile to redraw it with the small alterations necessary. I have also included a very hard-boiled ocean rig of small but handy dimensions.



*Bmu. mainsail, 300 sq. ft.; mainsail, 303 sq. ft.; mizen, 62 sq. ft.; staysail, 101 sq. ft.; jib, 89 sq. ft.; T.L.S.A., 555 sq. ft.; second jib, 56 sq. ft.; third jib, 30 sq. ft.; topsail, 42 sq. ft.; balloon staysail, 165 sq. ft.*

THB

Editorial Comment.

As a Z4 owner, I like Khamseen A. She is essentially modern in concept and compares favourably with similar designs on offer today and which appear occasionally in the yachting press. The arrival of JARDINE is eagerly awaited.



THE BOSUN'S LOCKER

The Bosun brings out of his locker things new and old, always of interest. I am particularly concerned with his account of that great and fearless seaman, A.G.H. Macpherson. I never had the good fortune to meet him, but we had a long correspondence. I designed KANDOO for him in 1922 or thereabouts. I say designed, but actually the design was never properly completed. Macpherson was in such a hurry to get it that it was never even inked in.

She was a proportionately enlarged edition of my Cyclone, from a LWL of 19 to one of 20ft. Her beam was 7ft.6in. and her draught about 4ft. She was rigged as a Bermudian sloop. Her mast was rather longer than I would have wished, but the owner settled this question. I have never been on the ship, but once or twice I saw her sailing about Portsmouth in the hands of her second owner (Admiral Sir Edward Charlton, K.C.B.), who I have been told regarded her as almost priceless, and kept her in magnificent style. When I saw her she had, I think, a red sail.

I am glad to hear that the name is an Indian one, for I thought that it was a corruption of "Can-de", a type of yacht's name that has never appealed to me. The Bosun tells the tale of a cross channel trip in IVY. I have very fortunately kept a letter from Macpherson, dated May 8, 1923, almost exactly twenty years ago. It gives no account of what the journalists would call an "epic" passage. It is so wonderful and instructive that I quote it in full.

"I left Poole on April 19, after being hung up for four days at Sandbanks by bad weather. My intention was to go to Weymouth and then cross to the Channel Islands. It was still blowing quite hard in the early morning, so we went out with a reefed mainsail and storm jib. Outside, however, the wind dropped and so we shook out the reefs and set the ballooner.

Off Durlleston the prospects seemed so good that we set a course for Alderney. In the afternoon the glass went back a bit, and at 5 p.m. we had some difficulty in handing the ballooner. Then we stowed the mainsail and set the trysail and storm jib. This was fortunate, for at 9 p.m. it was blowing a gale. There was too much sea to keep her on her course, so we just jilled her along.

The dinghy vanished soon after, and most of the stuff on deck, and all the lights bust down below. Gear also started carrying away. First the topping-lift and then the serving on the block near the claw, so that there was no purchase on the mainsheet. I found afterwards that the swivel on the boom to which the sheet was attached had cracked right across.

The most serious item was the topmast shroud worked out of its notch in the crosstrees, and one began to be rather nervous about the top of one's new hollow spar. The lashing, however, had blown out of the trysail, and this possibly eased the strain (?) I took everything down in the morning and tried her with the sea-ancher, but she did not seem to take to it, and as she was quite happy jogging along under bare poles I let her continue so, and hung off the French coast with the idea of making Cherbourg when the weather moderated.

Unfortunately, we got too near to Barfleur and got regularly sucked into the race. I, of course, got canvas up on her, but as luck would have it a sea knocked our remaining tiller out of the rudder (we had lost one previously), and we had to do what we could with the boom-crutch. In addition to this wind there was about an 8 knot tide and the sea there was simply terrific, towering up over us like houses, and breaking in all directions. How the little boat stood it I do not know; she must be a marvel. I thought that we were for the shore all right, that is if we ever got there. We saw what was apparently a lifeboat bobbing out towards us, but by some extraordinary fluke the engine worked and we got out (2 cyl. Watermeta).

This was enough of the shore business for me, so we stood right out again.

With the turn of the tide we were set right down again and by nine in the evening were off the Casquets. The weather had now eased considerably, and St. Peter Port was the only place that we could have reached, but neither we nor the boat were equal to tackling it, in the dark especially, so the boy and I turned in and let the Old Lady sail us home.

I said that she would about fetch Dartmouth, which she did at nine on Sunday morning. Only she never told us, and the first thing we knew was seeing two big rocks dead in our wake astern, and on dashing out, the cliffs overhead. How we missed the former I do not know; our little cherub must have been very active that morning.

On returning along that coast and examining, I think that the rocks must have been the Blackstone, but it was very thick and we could see little. I imagined that we were on the other side of Belt Head and went blowing along round the coast to make Plymouth, actually passing the Start and Salcombe unrecognized.

We finally dropped the hook in Bigbury Bay in the afternoon, a very assinine performance. Owing to the bad leak by the mast everything was very wet down below, and the unpleasant part was having to dry in the clothes one started out in.

Came back by Salcombe, Terquay, Exmouth, Eridport, and Swanage, without accident, except being held up by weather. The Watermeta going very well, took us home from Swanage to Kicker without a check.

You really have good reason to be proud of KANDOO; she is a little wender, and I should think as good as anything afloat for her size. Some of those whackers at Barfleur flopped right on top of her, but she just shook herself and came up smiling for the next. Otherwise we hardly shipped any water on board, except for splashes. The extra cabin-top was, of course, an enormous asset quite apart from its ability to stow trysail and oilskins, and but for the leak by the mast we should have been quite dry inside. The big mast and roller jib did not seem to affect her seaworthiness, and I do not know that one's gear would have stood better with a gaff mainsail. It was nearly all new. The crab with the Marconi rig is I think that if one's gear gets foul or adrift in a breeze it all seems to coil up aloft and is almost impossible to clear. This happened with the storm-jib halyards, and the roller-line of the jib also carried away during the proceedings. We were like a bird's nest up aloft, even the spindle was bent in half. (We are not told what spindle). One appreciated a nice deep cockpit. It seems to me better to take one's chance of being filled up than of going overboard from a shallow one, which so many people seem to have now. There is no chance about this; it is a certainty.

I was lucky with my new boy; he was splendid and took everything as it came. There were many things one ought or ought not to have done, but as I said our Cherub was very kind."

This letter is most instructive. The original Cyclone received the name because one of the first to be built weathered what the owner described as a "cyclone" off the Swedish Coast, which wrecked three large yachts. The correspondence which took place in this journal some two years ago made great fun of these little ships; they were fit for nothing. Here we have a graphic account of what a tableid cruiser can do. Then the remark about deep cockpits is most valuable.

In recent designing competitions the majority of the designs showed shallow cockpits, the occupants having almost to sit on deck with their feet in a small well. Macpherson is emphatic as to what sooner or later is inevitable. I have never heard of a properly designed seaworthy yacht being swamped through her cockpit, but I knew of two cases when a man was washed out of one of these shallow Scandinavian cockpits and never seen again. Not only are these small self-draining cockpits dangerous, but they get half full of water and wet the feet, and they afford no shelter on a cold night.

I believe that KANDOO was built by Mr. Coxen of Portsmouth. He must have made a splendid job. Obviously the tiller should have a pin to keep it in place, and



the topmast shrouds ought to be kept in the notch in the cross-trees by a pin. KANDOO was fitted with a roller reefing gear and a claw ring. I always think that a claw ring is an abomination, and I am very shy of roller reefing gear in a small yacht.

Hampton-in-Arden

T. HARRISON BUTLER  
Y.M. June 1943.

EDITORIAL

I had hoped, in this issue, to reproduce some photographs of our topical boat, JARDINE, but for technical reasons this was not possible. In particular there is one of her planked up and the similarity to an enlarged Z 4-tenner is striking. Colour photography has made artists of us all but, whilst all photographs are welcome (and necessary for the archives), from the Editor's point of view there is no substitute for black-and-white. The reason for this is that if one removes the colour from a photograph one is left only with tone to provide the necessary definition required for reproduction, and in many cases this is not sufficiently good. The Cover photograph is of the ill-fated DOROTHEA (Khamseen) taken on the slip at Anderson, Rigden & Perkins in 1934.

Compiling a Newsletter to a set number of pages (including extraneous material), in order to provide the most economical 'package' for postage purposes, is rather like planking up a boat. One works upwards from the garboards and down from the sheer-strake. The 'shutter' plank is the Editorial but, unlike that plank, the amount of space left is entirely fortuitous. I have been taken to task for not publishing some members' contributions. I apologise for this and am endeavouring to correct the situation. Most members recognize that it is necessary to maintain a store of 'copy' against lean times (which I review occasionally with a sense of guilt) and contributions are not necessarily published in the order received. I should appreciate receiving more letters from members as they do not require quite the same sense of purpose as a formal article contribution yet they achieve much the same in so far as the Newsletter is concerned.

One of our former Associate members, A. Craig-Bennett, who by modern standards has a remarkable knowledge of the designs of the twenties and thirties, and understands in detail the intricacies of the metacentric shelf, has recently purchased MIRELLE - 12 ton Gaff Cutter built in 1937 by Claud Whisstock for Phillip Allen RCC to a design by the late W.M. Blake. Mr. Blake was perhaps best known for his design of the little Deben 4-tenner, adopted by Whisstock's as a 'stock' beat, and which received an approving comment from THB because the design had a good metacentric analysis. I have sailed both the gaff and Bermudian versions of this tabloid cruiser in a smart breeze but found both to have significant weather helm so perhaps there is something not quite right with the sail-plan. The gaff boat would balance with one reef in the mainsail I found.

Talking of weather helm, our new member, Peter Benstead (who has made an excellent job of repairing her), recently sailed DESTINA from the Orford Haven buoy to the Woodbridge Haven buoy, a distance of 4.75 nautical miles, in 35 minutes which, according to my pocket calculator, is a speed over the ground of just over 8 knots. It was a breezy day and Peter, like many of us, had been in the habit of using weather helm as a reefing indicator. Because of DESTINA's excellent balance he was temporarily fooled. Knocked almost flat by a sudden squall, DESTINA just ploughed on, as straight as an arrow, dragging her lee deck through the water. Peter's crew was sitting just to leeward of the tiller and directly in line with mainsheet cleat! All was quickly sorted out and the fact that DESTINA is still able to show her paces is due in large measure to Peter Benstead. He is immensely proud of her.

Good news from another old friend: CORA A is back in commission and looking splendid. Her Transatlantic voyage has been deferred but she intends to sail to Holland this year. My own boat KELANA has, alas, taken longer to fit out than I judged - boats always do - but she now has a new cockpit with more locker space. Please read HB's letter on the subject of KANDOO in conjunction with the FOR SALE page.

THE EDITOR.

ANNUAL GENERAL MEETING held on Saturday, February 25th. 1984 at 2, The Chestnuts, High Street, Theale, Reading, Berkshire.

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## MINUTES

The meeting took place in the afternoon, following a buffet lunch which was attended by 36 members and two guests. Thirty-four members remained for the meeting and proceedings were opened by Bill Forster in the Chair.

The President welcomed the members to her home, noting that last year's numbers had been doubled. She gave a special welcome to the ten (including wives) new members who had come and expressed regret at the absence of some of the regular attenders. Greetings cards were signed by the members and would be sent to Boyd Campbell, Mary Goodhand and Peter Rosser.

Joan spoke briefly about two members who had died in September, 1983: W. Whitcombe had joined as an Associate member, not long before the 1982 Laying-up Supper where members met him, so his membership had been very brief. Jack Lewis' death had been recorded in the Autumn Newsletter. He and Jean were among the Association's original members and Jean was maintaining her membership but as an Associate member.

Apologies had been received from: Peter Benstead, Boyd Campbell, Mary Goodhand, Frank Hart, Nigel Lihou, Ren and Julie Matthews, Craig Pippen, Simon and Penny Richardson, Peter Rosser, Stuart Scott, Geoff Taylor, Brian and Pat Terry and John Winkworth.

The Minutes, having been circulated to all members, were taken as read and were confirmed, and signed by the Chairman.

Matters arising from the Minutes The Secretary had, as promised, provided a book for the Minutes so that a permanent record of the proceedings of the H.B.A. could more easily be kept than on loose typed pages. Space had been left at the beginning of the book for the insertion of notes on the origin of the Association and its progress during its first decade.

It was agreed to take matters concerning the Newsletter in conjunction with the Treasurer's report.

The President's suggested re-wording of Clause 2 (ii) of the Constitution was adopted unanimously, to read thus:

'To make information on these designs and on boats built to these designs readily available but the designs and drawings, being the property of the Harrison Butler family, shall be distributed by and at the discretion of the holders of the copyright.'

Secretary's Report Nineteen new members had joined since the last A.G.M., many as the result of Peter Mather's researches, and there were now 94 Full Members and 19 Associates, making 113 subscribing members. In addition, there were 3 Honorary Members and 31 spouses, crew, etc, making a grand total of 147; and 70 boats.

Communications had been received from the Department of Trade and Industry, the Solent Protection Society, the Mary Rose Foundation and Knex-Johnsten Yacht Brokers Ltd.

Fred O'Brien had written reporting that CONSTAR and ZENOCRATE had taken part in the Round the Island Race. He was seeking Highfield levers and a pushpit for CONSTAR. Leonard George undertook to send him information about pushpits.

Peter Mather reported the sad news which he had heard from Captain O.M. Watts' daughter that a box of papers concerning, inter alia, the 2 4-tonners had found its way inadvertently to the Beaulieu River Boat Jumble Sale, possibly in 1981. Joan had written to the local newspapers, who had published her letter; and also to Radio Solent. There had been no come-back and members attending the current

year's jumble sale were asked to make enquiries. She contacted Capt. Watts personally, some years back, to try to extract information about Z4 records and he'd said he thought there were some papers in his cellar.

Treasurer's Report Janet Band presented her balance sheet for 1983/1984, which shewed the funds to be in credit by £171.57. This was considered to be a very narrow margin on which to work and it was considered necessary to raise the subscription rate again.

Peter Mather (Editor) said that the Associate members' subscription (£3) did not cover the cost of their two copies of the Newsletter which was now about £4 and inevitably would increase. Discussion on increased subscriptions followed and Ron Goodhand suggested that the category of Associate membership should be dropped but the President pointed out that the division had been made when the Association was formed originally, to ensure that the H.B.A. burgee flew only on authentic H.B. boats, while at the same time it welcomed anyone who had an interest in T.H.B. &/er his boats and the Members' Flag was available for their use. The only other difference between Full and Associate members was that although they might take full part in all discussions, make their opinions known and propose motions, the Associate members had no vote and therefore they were entitled to have the compensation of a lower subscription. It had been foreseen that, although unlikely, a situation could arise wherein the Associate members were running the Association. The Associate Members were very welcome and were in no way considered in the light of second-class citizens.

It was decided that the two categories of membership should be retained and that annual subscriptions should be increased by an amount which it was hoped would obviate another increase next year. A proposal by Ron Goodhand, seconded by Ann George and Eric Marner, that the subscriptions be raised by £2, thus making them £7 for Full Members and £5 for Associate Members, to run from January 1st. 1984 was carried unanimously.

Social Events The Laying-up Supper had taken place on Saturday, September 24th. 1983 at the Jolly Sailor Inn, Bursledon and had provided a very happy choice of date and location. There had been a record attendance of 42 members and friends and a number of boats had joined the Hamble River denizens. It was obviously enjoyed by those who attended so the Secretary had made a provisional booking for the corresponding weekend in 1984 which she was asked to confirm and was given the choice of September 22nd. or 29th.

Peter Mather suggested that, given the number of East Coast based members, it might be possible to arrange a similar (lunch) gathering somewhere on the East Anglian coast, perhaps in May, and he and Ruth were asked to research the project.

Election of Officers The Chairman was persuaded that he should continue for at least another year and the Secretary, Treasurer and Editor were each confirmed in their respective offices. Thus, the officers elected for 1984 were:-  
CHAIRMAN: Bill Forster; HON. SECRETARY: Joan Jardine Brown; HON. TREASURER: Janet Band; HON. EDITOR: Peter Mather.

Any other Business There was no other business but Joan was warmly thanked by the meeting for having produced the lunch, and for the use of her flat for the A.G.M.

Date and venue of Next Meeting The next A.G.M. was fixed to take place on Saturday, 22nd. February 1985, at 2, The Chestnuts. Details would be sent with the Winter Newsletter.



BALANCE SHEET 1983/4

<u>1983</u>	<u>Credit</u>	<u>Debit</u>
Subscriptions and Donations	£335 06	
Plans and Burgees	29 60	
Laying-up Supper	47 50	
Donation	100 00	
Interest	14 92	
Total	<u>£527 08</u>	
Balance brought forward from 1982/3	<u>69 29</u>	
Postage Spring Newsletter		£ 30 00
Deposit for room (Laying-up Supper)		10 00
Solent Protection Society		7 50
Spring Newsletter		183 60
Postage: Laying-up Supper		3 00
Totals	£596 37	234 10
Balance	362 27	
<u>1984</u>		
Subscriptions and Donations	117 00	
Autumn Newsletter		144 40
" " (Postage)		30 00
Hire of room: Laying-up Supper		15 00
Autumn Newsletter		116 85
Charges for cheques		1 15
Totals	<u>£479 27</u>	<u>£307 70</u>
Balance	<u>£171 57</u>	

TREASURER'S NOTES

The Donation of £100 cannot be repeated - or expected. A glance at the second part of the Balance Sheet shows that the Autumn Newsletter was not paid for until 1984 when subscriptions started to come in. This is clear evidence of a cash flow problem. There is little point in raising subscriptions if some omit to pay leaving others to bear the burden. The major expense is the Newsletter which the Editor tries his best to get right. Therefore, it would be greatly appreciated if those who have not yet paid for 1984 (or earlier) would now please do so, at the 1984 rates: (Full Member: £7; Associate £5), and those who had already paid before the A.G.M. would send the additional £2. Will those who pay by Standing Order please inform their Banks.

Janet Band.