



THE HARRISON BUTLER ASSOCIATION



Memory

NEWSLETTER NO: 22

WINTER 1985

Dear Members,

My back is bowed by the burden of responsibility, for our esteemed Editor tells me that my letter sets the scene for the whole Newsletter!

There is good news and news which might have been disastrous rather than just bad: I'll start with the bad and move on to better things later.

Alessandro and his cousin Federico had an horrific experience in the English Channel on November 1st. when they came within inches of being annihilated by a commercial vessel. JARDINE was becalmed at the time and, because the sails were slamming from side to side and not aiding progress they had been lowered and, as a result, they were not damaged in the encounter. I am relieved to be able to report that Alessandro and Federico were not damaged either; not physically, anyway. Alessandro's own words bring the scene to life and I quote:

'It must have been 03.15 hrs when the ship was over us, our sides nearly meeting and my port cross-trees entangled in its guard-rail: a sound of splitting wood and a bed of foamy water left astern where the boat seemed to be deep down, as though badly holed.

'I shouted for Federico to come on deck with what breath I had, and called for the oars, unfastening the dinghy meanwhile. Then I went below and there, to my great relief, she was as dry as ever.

'The following morning was passed in trying to clear some of the mess and to set a jury rig - not an easy task on the deck with the boat rolling like mad and without the stabilizing effect of the mast.

'At about 15.00 hrs we were under tow by a Brittany ferry at 15 knots and that was some experience as well! I was thankful to have such stout bits forward: the poor little ship shuddered at planing speed and with flooded after decks.'

The Brittany ferry had been on her way from Plymouth to France but turned back with JARDINE in tow and took her most of the way back to Plymouth - and at no cost: bully for them. The last few miles towing were at the hands of local fishermen and they were not so generous.

Alessandro had some luck in the midst of his misfortune for where better to be dismasted than almost on the doorstep of Mashford Bros., one of the few remaining boatyards which are au fait with woodeb boats. And that is where JARDINE is now, as I write, with Boyd and Desirée standing by, ready with help and advice if needed. After some searching, timber has been found and a new mast, topmast and sweep are being constructed in the yard, by Alessandro and Federico so, when you read this letter, JARDINE should again be ready to make sail and may even have done so already.

Fatigue was a contributory factor, resulting in diminished vigilance; another could have been the inefficiency of his small paraaffin navigation lights. They were not sailing in the main shipping lane so were unlucky to be in collision. I sincerely hope that the rest of JARDINE's wanderings will be free from horrors of any sort and that they'll be completed satisfactorily and happily. We shall hear more anon.

I've heard no word of Geoff Taylor leaving our shores yet, despite some hard frosts. Perhaps he has frozen in his tracks? I have however heard from Fred O'Brien who keeps a watchful eye on Solent waters from the bridge of the NORRIS CASTLE. He reports having seen ZEBEDEE and ZINGARO (?) at anchor in the Medina River and MARY GRAY in the Hamble. COBBER has been sighted on the move on several occasions. Fred also tells me that John Winkworth has, for the second year running, won the Delmar Trophy by coming first in her class in this year's Round the Island Race: CONSTAR came second. Well done, both of you, not to mention the fleet-keeled Z.4s. John has now sold ZENOCRATE in favour of a larger, non-HB boat. We must try to gather in ZEBEDEE and not lose ZENOCRATE.

Peter Hatchett has graduated to full membership now that MARY NIVEN has been authenticated as a Zyklon. Unusually, she is gaff-rigged.

Our felicitations go to Mark Stafford who has taken unto himself a wife/crew. So far, we have no name for her but that does not prevent us from giving her an

anonymous welcome to the H.B.A.

ASKADIL too, has added a male crew to her complement: rather small at present, of course. He should have been mentioned in the last bulletin. Congratulations, Penny and Simon.

Congratulations also to Janet Band who has been hiding her legal light under a Treasurer's bushel. Her first book: "Cases and Materials re the Theft Acts" by Janet Dine, has just been published. (No wonder she wants to give up the office of Treasurer!) The book has been well received by the cognoscenti and is likely to be a "must" on lawyers' bookshelves. Perhaps THE LADY MARY OF WOODBRIDGE will be sporting gold-leaf on her truck when she comes out of hiding ??

Every time we go into print in the yachting press we are rewarded with a spate of new members. Peter Mather's article in Practical Boat Owner and my follow-up letter are no exception and you will find new names on the Supplement to the List of Members. It is especially good to know that several of these members intend to build H.B. boats. It is quite time we built a few more in Britain to replace those which have been sailed across the Atlantic and sold into American ownership. We met some new members at the Laying-up Supper: to the others, this letter brings a written welcome which I hope will be translated into a verbal one before long. Good luck with your building projects and remember, the body-plans give the finished beam. You have to make allowance for the thickness of the planks when you make the moulds. What an exciting prospect!

Peter Mather has found a very exciting boat; one that is special for two reasons. MEMORY is the oldest known H.B. boat to have been built in the U.K., in 1912. I underlined "known" because there may be earlier boats. My father published a design in the June 1909 Yachting Monthly and in May 1910 he said that several boats had been built, four of which formed a One-design class in Hong Kong. I wonder if they still survive ?

For many years, MEMORY was my father's favourite boat and he had a yen to own her himself and asked for a first refusal should her original owner wish to part with her. She went, however, to the owner's brother and we continued to sail in SANDOOK. MEMORY now lives in Ireland, out of commission temporarily but well-loved and well cared for. I am told that her design is guarded jealously and no-one is allowed to take off her lines.

I am very grateful to Mike Burn for, whenever he adds to his nautical library, he gives us photostats of any relevant H.B. material he finds therein and to him we are indebted for the paragraph and accompanying design which appeared in the Yachtsman, 1904. This must, I think, be my father's first published design; made, as you will read, under difficulties. It is not his first design. I have one labelled, No;1. THE TUB, and one or two others in the same book. I think they were probably made while he was up at Oxford. I am glad that he continued to design, for his designs improved with experience and with them he has made his mark as a little bit of yachting history.

Mike also sent us the article on ASKADIL and IRMIGER and saved me the trouble of writing to the Yachting World in whose pages it appeared in September 1943.

These designs are a suitable follow-on from Englyn. Omega is the next in the sequence of boats with 22'6" L.W.L. and transom sterns: ASKADIL is a side-step. She has the same sections as Englyn but spaced out to give a 25' L.W.L. IRMIGER is the metacentric version and it is interesting to see what very slight alterations were necessary. They seem to me to overcome the criticisms made by Peter Temple of the Askadil design.

ASKADIL was designed for Peter Temple and his sailing partner, S. Wiseman. Some years ago I asked Peter Temple for the derivation of the name ASKADIL and he said it was an invented word; a corruption of Faskadale, a place of happy memories on a West Scottish cruise. To me, it is liltingly easy on the ear.

You will note a difference in the two sail-plans. Sometimes, after trial, owners made modifications to the original sail-plan and, if they were an improvement T.H.B. would take note and take action. Thus, he drew a modernized sail-plan for Englyn, with a shorter boom. ASKADIL was altered by her owners to a masthead rig and although Irmiger does not go the whole way, she has lost her bow-

sprit and has become a stemhead cutter. Many people nowadays would probably rig her as a sloop, with a Genoa, but my father was always influenced by the fact that he mostly sailed with a crew of youngsters and he designed easy-to-handle sail-plans with no very large sails to be gathered in.

The Askadil built on the N.E. coast is WENDY and she has sailed round the world. ZINGARA was built under my father's supervision inasmuch as we used to go down at weekends quite often while Moody's were building her. She was launched by my mother on March 28th., 1936 and later, we all went on board for her trials. We had to turn back when fog came down as at that time she had neither compass nor lead-line on board. No depth-sounders in those days. She was shipped to Canada aboard the s.s. MONTCALM. ENVYS is, of course, the boat we know as ALEXA. After the war, Dr. Gassman had ROMADI built. ASKADIL herself has made several Atlantic crossings.

One of the high-spots of my Summer was the day when Frank and Marie Spooner visited me at the end of July. Not only did I have the pleasure of meeting them but they brought me up-to-date with news of our Melbourne (or thereabouts) members. Keep coming. I should, however, like to hear more about ISABELLA's cruise: what about it, (other) Frank?

I'm sure our members must leave their moorings sometimes: why don't we know where they go? How can we produce interesting Newsletters if we are not kept supplied with more marine tittle-tattle?

Canada has been very quiet, too: how are you all? Perhaps I owe you letters and that is why you are so silent? I wonder how nearly ready is GALATEA to take the water again; maybe she's afloat already? And what has happened to Wayne and Hubert? And have you made a start on your Omega yet, Paul? What a lot of questions.

There were thirty of us at the Laying-up Supper: some people were missing but fog was probably the reason for most absences. It was lovely to have Ron and Mary Goodhand back again.

Those of us who knew had a very worrying time after the Laying-up Supper for, when I rang through to their hotel the next morning to speak to Peter and Ruth, I learned that Ruth had had a coronary and was in hospital in Southampton. I went to the hospital and saw Ruth and picked up Peter who had the anguish of leaving her behind and returning to Woodbridge and work. Happily, Ruth made a good recovery and it was not long before she was returned to her home, though by a somewhat devious route which prolonged the journey unnecessarily.

The name, Jackett, conjures up recollections of bygone boat-building in Falmouth. Mark Jackett is a great-grandson of that very boat-builder and he is going to carry on the tradition by building a Zyklon. Just now, he is busy building on a new room to his house and its first use will be to lay-off her lines on the floor. I shall have to visit him next Spring, when I'm at The Crag, to see how she's getting on.

Just in case you are not up-to-date in paying your subscription, may I suggest that, before you read any further, you put pen to cheque and cheque to post before you forget again: add the back-log to your 1986 cheque. This is your last chance to make Janet happy for she is relinquishing the office of Honorary Treasurer at the A.G.M. and she would like to be able to hand over a debt-free list to her successor. We have one nomination for the post but that does not preclude other names being put forward - provided the victim is willing.

I have to confess to a mistake in the mini-biography. Where I said that my father won a scholarship to St. Paul's School it should have read: 'in the form of an Exhibition,' and you should amend your copy.

Let's hope for better weather in 1986. Here, in Britain, we had the worst Winter, no Spring and the worst Summer for decades. In fact, it was a non-Summer with Force 6 (or more) winds, horizontal rain and two-jersey temperatures for much of the time: no weather for sailing.

We can at least look forward to February 22nd. when there will be warmth of welcome to my flat for the A.C.M. There will also be the warmth of friendship and plenty of "hot air": I look forward to seeing you.

Keep sailing: keep writing: keep well,
Good wishes to you all,
JOAN.

(Thanks for the Newsletter "plug" Joan and - surprise, surprise - here is a letter from GALATEA!)

'Here is an up-date on the status of GALATEA, the Fastnet design that was built in Sydney, B.C., in 1931, and that I rebuilt here on Salt Spring Island during the past 4 years.

'GALATEA was re-launched last October 21st 1984, in Ganges, B.C., virtually a new boat, and was re-rigged in January and February 1985. Two months of trial sails followed as we attempted to work all the bugs out of the new rig (somewhat modified from the original sail-plan, with a taller main mast and shorter boom) and learn how to sail her. Then on the 8th. May we set off on her maiden cruise to the Queen Charlotte Islands, an archipelago about 500 miles N.W. of our home waters in the Gulf of Georgia.

'During May and June GALATEA saw about 2000 miles of this lonely and beautiful coast, uncharacteristically bathed in sunshine for almost that entire period. A couple of gales and a few days of fog and drizzle only served to make the sunny days brighter, and sunburn was our major health hazard. Throughout the trip GALATEA performed well, under both sail and power, with, of course, a few mechanical problems, as is natural with any "new" boat. She moves easily in light airs, and under sail and power we found we could average 5 to 6 knots much of the time. At all times we were aware of GALATEA's easy motion and, although she heels readily, the comfort below decks was remarkable.

'We returned to our moorings in Fulford Harbour on the 2nd. July with many good memories and, of course, a long list of jobs and modifications aimed at making the boat more comfortable as a permanent home and long distance cruiser. Among other things, an Aries wind vane will be fitted, as well as a dodger to protect the companionway. As GALATEA's cockpit is only a foot-well, with seating on deck, we particularly feel the need of adequate shelter from rain, wind and spray. As well, many small details of interior accomodation, and some modification to the engine installation are called for. Thus our work begins again in preparation for a departure in Sept. '86 for Mexico and the Carribean. Now, charts and provisioning lists have taken over from lumber and fastenings as our main concerns, as we settle in for another West Coast winter.

'I will continue to keep in touch as our work and use of GALATEA continues...
.....Thanks for your time."

Steve Phillips.

(Such a letter "warms the cockles of the British hearts!" - Ed.)

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CRUISING YACHTS - Design and Performance.

I understand that Rex Stevens, Norfolk and North Suffolk correspondent of Yachting Monthly may have two copies for sale - one with and one without dustcover - at £12 and £10 respectively. If ever I come across a copy I normally snap it up for other members, but on this occasion I did not care to commit anyone to such prices. For anyone interested the address is:

R. Stevens,
17, Park Road,
Wroxham,
Norwich NR12 8SB. The Editor.

A 3-TON AUXILIARY CRUISER

Sir,—The design of a 4-ton single-handed auxiliary cruiser which you published in the YACHTING MONTHLY for June, 1909, has been built to in Hong-Kong and elsewhere, and I have had several enquiries about it from amateur builders in England and abroad. Most of them when they came to look into the matter have discovered that to build a 4-ton boat is rather a large undertaking. I have therefore been tempted to get out this design for a 3-ton boat on the same lines, which I hope will be more within the capacity of the average amateur boat-builder. The ship is about the size of the little LEO in which the late Mr. McMullen made his adventurous voyage from the Thames to Land's End and back. Within the small dimensions given it has proved possible to get ample sitting room for a 6ft. man and good sleeping room for two. The seats are of double plank. The top planks turn over and meet in the middle line, making a flat floor upon which two mattresses can be spread. The cabin top construction avoids all the complication of side beams and carlines, which are very difficult to fit. It gives a broad deck to walk on and plenty of room below, with no extra windage. It would be as light as and perhaps even stronger than an orthodox cabin top, and would look well



SAIL PLAN OF THE 3-TON AUXILIARY CRUISER.

Areas:—Mainsail	... 175 sq. ft.
Foresail	... 50 "
Total	225 "

L.O.A., 21ft.; L.W.L., 18ft.; beam, 6ft.; draught, 3.5ft.

Displacement, 2.5 tons; lead keel, .85 tons (inside ballast to trim).

The motor shown is a Day 2½-h.p. two-stroke motor costing, with magneto ignition and boat outfit, £48. This motor is said to run on paraffin. An alternative would be a Boulton and Paul two-stroke motor. — A Seal 3-h.p. motor might be even more satisfactory, but would cost about £50.

The shaft and exhaust run through the water-tight bulkhead. This reaches up to the deck level, so the boat could not possibly be swamped, even if she shipped a big sea, which is unlikely, for her buoyancy would be great. The fuel tank is in the stern. Two water tanks are provided, one in the fore-peak, the other just aft of the mast.

The sail-plan is small, but I think ample for a boat with a motor. Roller reefing gear could be fitted, but I would prefer a double forestay, and double halliards and sheets; both halliards and down-hauls to lead aft to the cleats on each side of the sliding companion. Roller gear for such a small mainsail is hardly necessary.

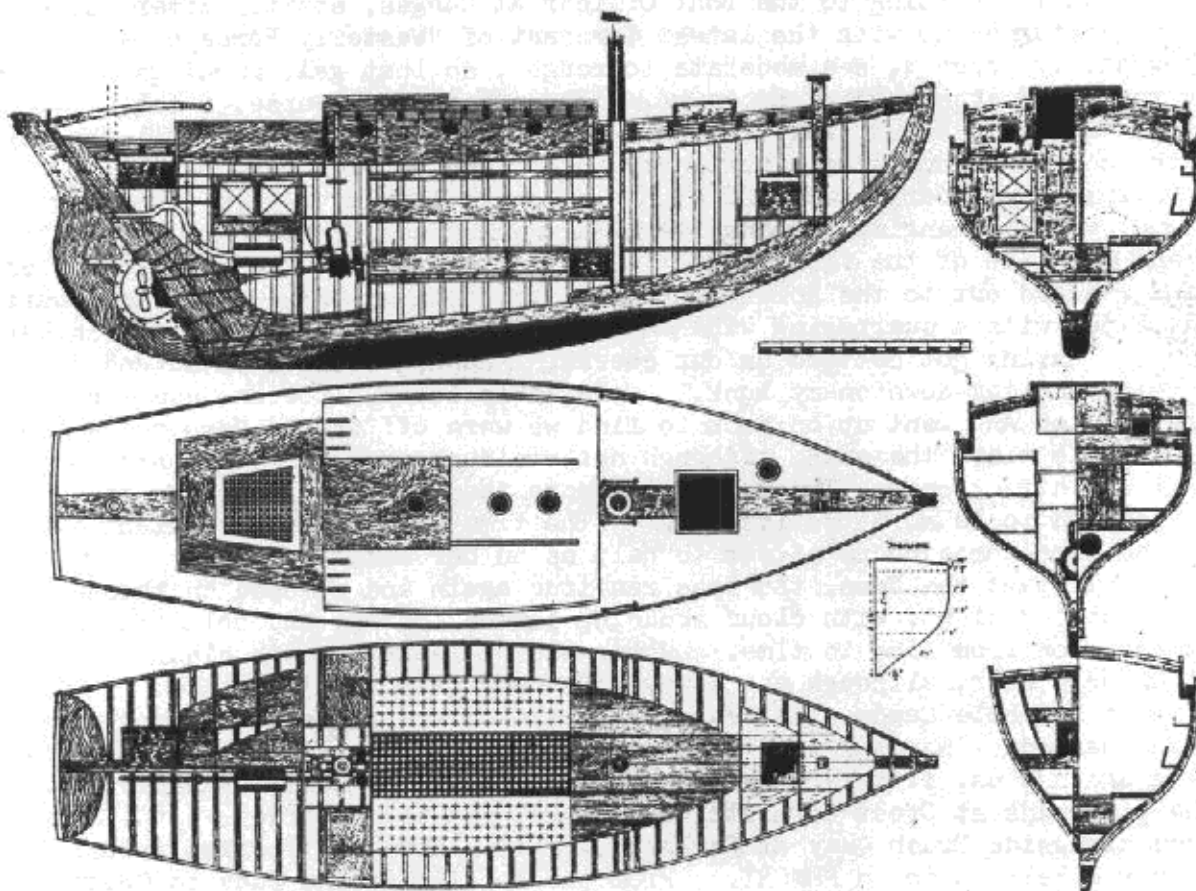
Both peak halliards and main halliards are fitted so that one end is made fast to the fife-rail; the other end comes aft to the cockpit. Thus the peak can be dropped or either halliard sweated up without leaving the helm. And yet the sail is lowered and hoisted from amidship. In this way the cockpit is not encumbered with coils of rope. This plan has the great advantage that the same section of rope is not always nipped in the blocks, and wear is equalised.

The boats built at Hong-Kong, four in number, to these lines (enlarged to 4 tons) have proved fast and seaworthy, and form a one-design class of the Hong-Kong Yacht Club. This smaller edition should be equally satisfactory. The design gives an easily driven, handy little ship which should be eminently dry and seaworthy.

I should be delighted to furnish any intending builder with a blue print of the lines, but the table of offsets and scantlings should be amply sufficient to lay off and build the boat.

Leamington, May 1911.

T.Harrison Butler.



GENERAL ARRANGEMENT OF THE 3-TON AUXILIARY CRUISER.

Power: A 24-h.p. Day two-stroke motor (32in. x 32in.); revolutions, 900 per minute; weight, 70lb.; or a Nordic 24-h.p. motor (if this be fitted the carburettor must be outside the boat, connected by a copper induction pipe which pierces the bulkhead, thus rendering petrol safe).

This is MEMORY, the little vessel referred to in Joan's letter. She was last seen by the Editor in a boat-house on the Norfolk Broads in the late sixties when in the ownership of Mrs. Katharine Smith, who has now joined us as a Full Member. Both she and her late husband loved the boat dearly and we are fortunate in having traced her to Ireland and in good hands.

On the next page is an account of what Lionel Smith thought of her when she was already more than 50 years old.

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"From Shotley to Great Yarmouth"

by

Lionel Smith

MEMORY is an early design by the late Dr.T.Harrison Butler, before he adopted the principles of the metacentric shelf theory of hull balance. She is, however, well balanced, seakindly and with the two qualities of heaving-to without the tiller having to be lashed, and of running dead before the wind with little more than a finger on the tiller.

For the last 7 years she has had a mooring at Harwich, within hailing distance of H.M.S.Ganges' boat jetty. For winter quarters, she has a boathouse at the bottom of our garden on the River Bure at Belaugh. So, every Spring and Autumn, she makes a passage from Great Yarmouth to Harwich and vice versa.

On Friday, 13th.October, 1967 we joined at Shotley to do the return trip: that is, myself and David - 22 years old, big and strong.

There had been strong south-westerly winds and gale warnings for the past few days, but while chatting to the Boat Officer at Ganges, shortly after our arrival, a messenger turned up with the latest forecast of "Westerly Force 6 becoming south-westerly Force 4, sea moderate to rough", so that gale warnings no longer being mentioned it seemed right to go. Force 6 is, of course, a lot of wind for a little boat like MEMORY but we should be in the lee of the land all the way, with the course becoming more northerly once round Orford Ness.

We slipped our mooring at 2020 with the mainsail fully reefed, the storm jib set, and, with the engine running, we motor-sailed out of harbour against the wind and the last of the flood tide. Off Felixstowe Ledge we stopped the engine and reached out to the Rolling Ground Buoy, from which we took our departure at 2130, with a quartering wind and quite big seas, but MEMORY was in her element. Having got settled on our course, I handed over to David and then went below and lay down on my bunk. Some while later, I became aware of increased motion and went up on deck to find we were off Orford Ness and although wind was with tide, the seas, although not vicious, were very confused and running in all directions. The motion was more than David could stand and from now on ceased to be an effective crew. The time was close on midnight and we still had some three hours of ebb to help us on our way.

Once well past the Ness, the seas ran true again and we sped on through the fine but stormy night, with cloud scudding across the sky and obliterating the stars and moon from time to time. There was, however, enough clear sky for me to steer by a star, although not always the same star all the while.

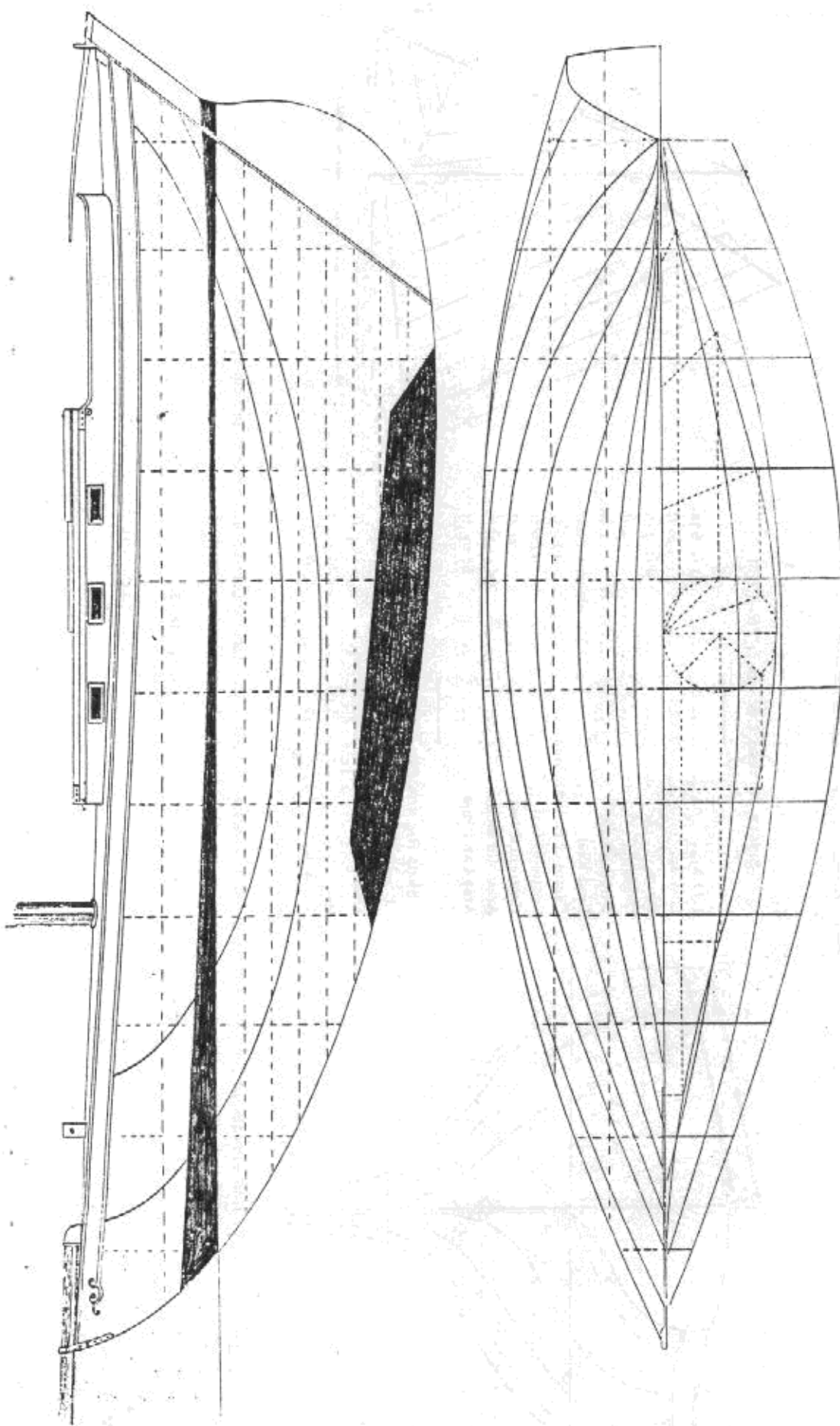
Off the Newcombe Sands, the seas were all over the place again, until Lowestoft was passed. Now the wind began to strengthen but, as the tide was now turning against us, it merely helped us over it for the last 7 miles.

The pierheads at Great Yarmouth were passed at 0555 Saturday, 14th. and we secured alongside Brush Quay at Gorleston, having done the fastest trip I think I am ever likely to do in MEMORY. From the Rolling Ground Buoy to Great Yarmouth is 45 miles, which at 8 hrs.25 mins. gives a speed over the ground of 5.34 knots. We had about 6 hours of tide with us and 2½ hours against. MEMORY's maximum speed by the formula $1.4 \times \text{square-root of waterline}$ is 5.93 knots.

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Ruth Mather would like to thank the Harrison Butler Association for the delightful flowers, visits from Joan, Bill and Edith Forster, and Jan and Peter Hatchett, and for the cards and kind enquiries, which made her stay in Hospital much more bearable, and made Southampton seem not quite so far from home.

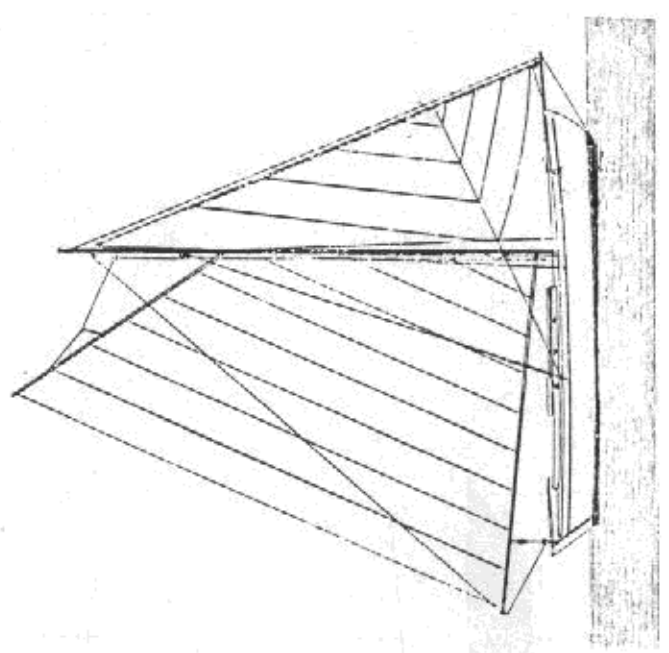
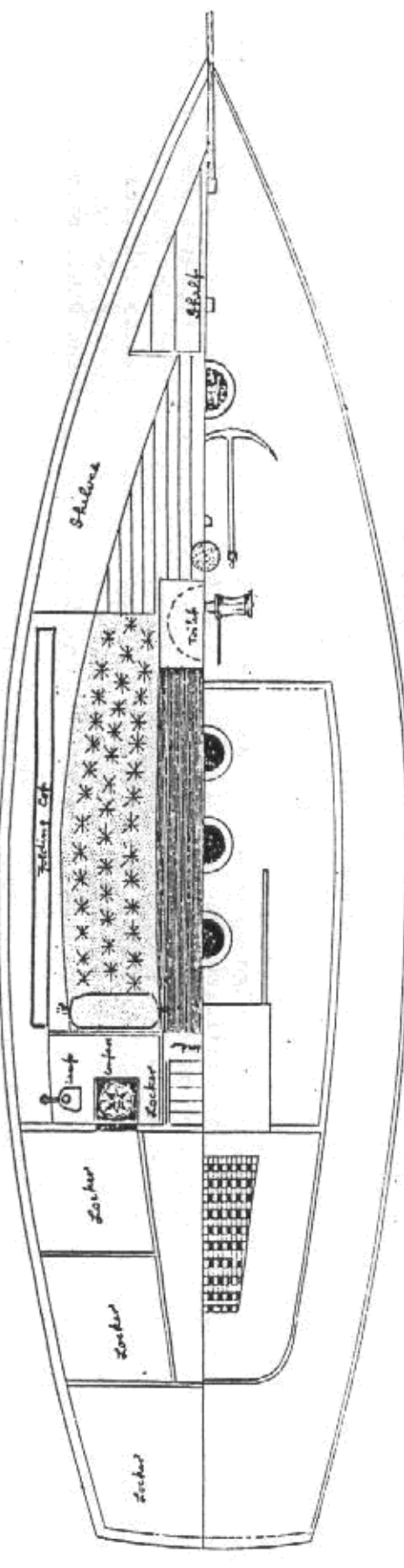
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SINGLE-HANDED CRUISER.

Designs by Mr. T. H. B., Jerusalem.

A subscriber in Jerusalem sends us the design which we produce this week as a supplement. In doing so, he asks for our criticism. We can see nothing to criticise, however, for the little ship strikes us as a very perfect boat of her type - which is one that we very much admire. The fairness of the lines will be better appreciated when we explain that the designer has only half a spline and a few very inaccurate French curves. Added to this, the Sirocco has warped his drawing board, and in consequence he is obliged to draw the curves in freehand, and afterwards ink them in bit by bit. The drawing shows very little trace of this cumbrous process, however. The designer asks our opinion as to whether the boat would be likely to behave well at sea. In this respect, we think that a better design would be very hard to find.

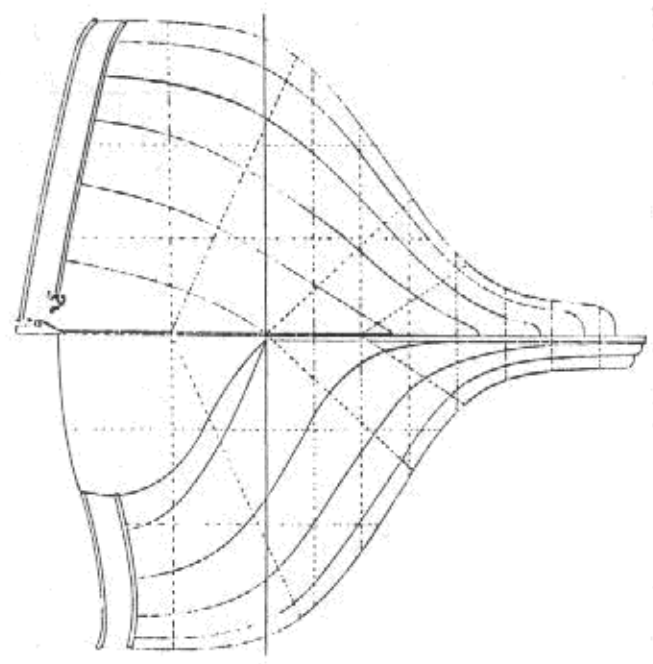


SINGLE HANDED CRUISER, 4 TONS T.M.

L.O.A. ..	..	23 ft. 6 in.
L.W.L. ..	..	20 ft.
Beam ..	..	6 ft. 7 in.
Draught ..	..	4 ft.
Displacement ..	..	3 tons
Lead Keel ..	..	about 15 tons
Centre of B. from Stem ..	..	10'6 ft.
Centre of L. R. ..	..	11'6 ft.
Centre of Effort ..	..	11 ft.
Area Mid-section ..	..	10.2 sq. ft.
Area Lat. Plane ..	..	61 sq. ft.

Sloop Rig with Patent Reefing Gear to Main Sail and Roller Jib

Main Sail ..	..	320 sq. ft.
Jib ..	..	80 sq. ft.
T.S.A. ..	..	400 sq. ft.



Design shows headroom in cabin of 4 ft. 3 in., without raising top; seats 1 ft. from floor; cabin top to lift on the A D. principle; decks covered with linoleum; anchor to stow in tube by side of mast after Laws' method.

SINGLE HANDED CRUISER.—Designs by Mr. T. H. B., Jerusalem.

A trifle more freeboard might be an improvement, and would not spoil the appearance of the boat. The lead keel is not calculated, but our correspondent opines that it should be one-half the displacement. This would probably be right, but it is better to err on the safe side, and a little less on the keel would be better, in view of the heavy booby-hatch, etc.

SOME NOTES ON SANDOOK :

Her menage & her first cruise.

By

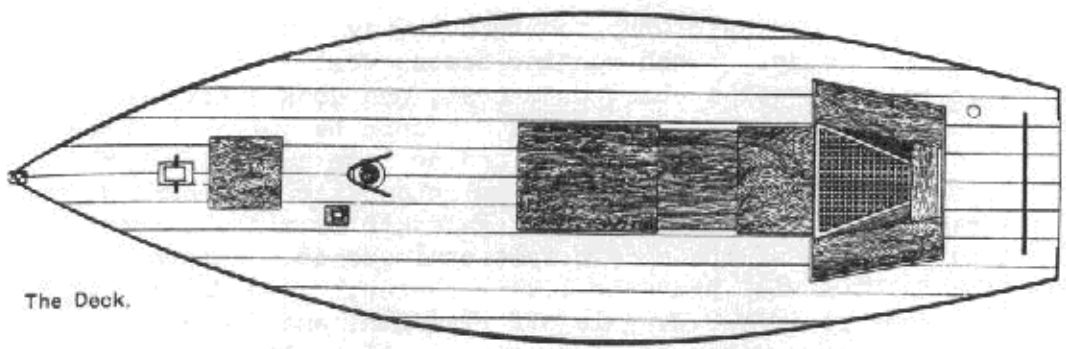
T. Harrison Butler.

Last autumn I received a letter from a friend that a yacht was for sale which might suit me, and, after some preliminary enquiries, I braved the long passage from the Midlands to Falmouth, and eventually reaching that ultima Thule, at once walked down to the Bar Harbour, where I found the craft on legs on the hard, in company with a large number of other yachts. In parenthesis I would say that I know of no better place for laying up a boat. The yachts take the ground at low tide in an almost land-locked pool, where they do not move even in a gale of wind. Only 10s (£0.50 in modern money) is charged for the whole winter, and Burt's yard is close by, and he is always ready to look after them. The spot is only five minutes' walk from the station. My first impression was that this yacht was very ugly, but exceedingly able. I still think her far from beautiful, and know by experience that she is a very useful craft. SANDOOK measures 25ft.3ins. over all, and probably 25ft. on the water-line. Her beam is 8ft., and she draws about 5ft.3ins. of water. A glance at the plans will show that she is all boat. Her 'midship section is canoe-like, and her garboards have no reverse curve. Her forefoot is almost square. She has a beech keel and garboards, but the rest of her planking is of red pine, 1½in. thick. Her displacement is about 5 tons, and she is metal fastened. She was built by Burlace in 1897 for a Plymouth waterman, who had the laudable ambition to possess the fastest waterman's boat in Plymouth. She was accordingly constructed with a small lead keel. As the SAPPHIRE she proved to be the fastest boat of her type at Plymouth. Her second owner added a short deck for'ard and waterways, and in this condition she was sold to Falmouth. Her new owner handed her over to Jackett (the same family as Mark Jackett who is at present building a Zyklon - Ed.), who decked her over with ¾in. teak, leaving a 10ft. well. Iron floors were added, and a new keel fitted weighing about 27cwt. In addition, she has another 10cwt. inside in lead pigs. Careful inspection by Burt and myself showed that she was perfectly sound, but that all her outside ironwork needed renewal. An iron breasthook was also fitted. Much consideration was necessary to turn the 10ft. available into a cabin and cockpit. Would that it had been 11ft. or 12ft. It was impossible to move the bulkhead, because a w.c. had been fitted just behind it, and to move this meant cutting the boat about, besides involving considerable expense. We ultimately decided that the cockpit should be 3ft. long, and the cabin 6ft.9in., leaving 3 in. for the bulkhead. The 3ft. cockpit is just a shade small for more than two; an extra 6in. would have made all the difference, but we had to allow room for a 6ft. cot on each side, with space for the compass at the after end. The deck was carried flush aft, and a companion fitted. In front of the companion, instead of a skylight, I fitted a box with ports all round, the front one being madd to open. This has proved a great success, and is, in my opinion, far preferable to a skylight in a small boat. It makes a lovely seat in harbour, and there is no glass to tread on when under way. A large cupboard was made on the port side in the forecabin, with a door opening into the cabin. It has three shelves. The top one is used for jam, sugar and other articles of food, and for table linen. The lower two serve to stow clothes in; large holes opening into the forecabin keep it well aired, and should prevent mildew. There is ample sitting room on lockers 12ins. high, increased by the cushions to 14ins. The cabin table is 2ft.4ins. wide. Under the "box" there is about 5ft.3ins. head room. On each side is a gas pipe cot, 6ft. x 2ft. These turn down, and are then lifted into two hooks 10ins. higher up and suspended by lanyards to the deck beams. This plan prevents one lying on the hard cushions, and leaves room for the cabin doors to open. With a thin mattress the bunks are exceedingly comfortable. In the forecabin there is behind the cupboard a Simpson Lawrence 16s. pantry, and in front of it on the port side another cot 6ft. x 2ft. The locker on the starboard side has a flap, which turns over and

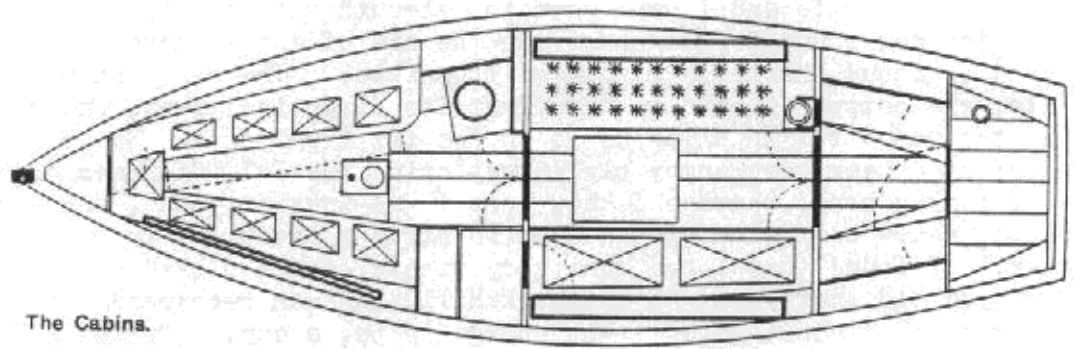
makes a fourth bed. One of the cabin cushions forms the mattress. So we can sleep three when cruising, but when used as a houseboat five can sleep easily. The fifth utilises the other cabin cushion placed half in the forecabin and half on the floor. This bed is also quite comfortable. Right in the eyes of the boat is a large locker. The top shelf holds all the navigation lights and a tin of paraffin; the lower shelf accommodates the cooking utensils, including that most essential article - a boilerette. For'ard in the starboard locker is a Phillipson double grilling stove, with a Primus and Vesuvius, and aft of it, screwed to a locker lid, is a Shannon gimballed stove, with a third Primus. There is also a spirit stove, which has proved so useful that I shall describe it at some length later on. Under the cabin sole, and only there, are stowed the pigs of lead ballast. When I bought the boat some of it was stowed under the forecabin, but I shifted it aft, and got the stem up 6ins., greatly improving the boat's trim. The 5in. spirit compass is attached by two arms to the after bulkhead on the starboard side, and a large glass window makes it clearly visible in the cockpit. It is lighted by a gimballed candle lamp. When going to sea we always unship the starboard cot and lash it up to the port cot to avoid any possible deviation of the compass.

The SANDOCK is jury rigged as a cutter; the mainsail, by Nethercote, was carried by Mr. Suffling's 3-ton MEMORY, and contains 240 sq.ft., the staysail about 60ft., and the jib another 60ft. The second jib contains 35 sq.ft. There is an old topsail, but so far I have never used it. The squaresail is of union silk, 11ft. on the yard, 14ft. hoist - 154 sq.ft. To obviate the almost inevitable fouling of the jib halliards when the Wykeham Martin gear is used I have adopted a single wire halliard, which passes over a large iron sheave and is hoisted by a luff tackle. The four halliards we made fast to a five rail, main halliards to starboard, head sails to port. The topping lift and topsail halliards are belayed to pins on the sheer poles. I always reef a staysail and peak downhaul. The running rigging is all of 1 $\frac{1}{2}$ in. Falmouth-made Manila. This is much cheaper than yacht Manila, and does not get so hard when wet. The square sail is kept in a bag. To set it, the yard is carried for'ard, and its strop is secured to a shackle, which traverses on a jack stay in front of the mast. The fore or topsail halliards are bent to the dtrop, and then the sail is bent to the yard by stops which are permanently attached to it. The sheets are knotted to the clews and carried aft, and a long bamboo is also attached to each clew, so as to spread the foot of the sail. The sail is now hoisted and boomed out by the bamboo till one clew is amidships and the bamboo is finally made fast to the masthead with a short rope. It can thus easily be boomed out in a second or two on either side. The squaresail has a row of reef points 4ft. from the foot. It is a wonderful sail, perfectly easy to set and take in, and it pulls like a horse. I would never go to sea without it.

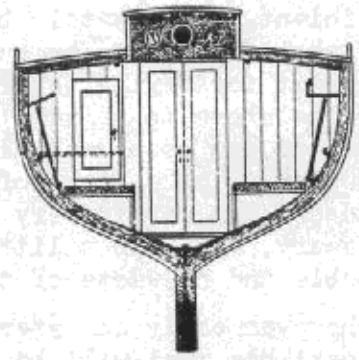
Having described the boat, before going on to her cruises, it will be well to discuss her good points and her vices. For years I have been designing boats, mostly moderately cut away with some overhang at each end. I now find myself the owner of an old fashioned, ugly straight-stemmer, so ugly that I at once changed her name from WHITE HEATHER to SANDOCK, which is the Arabic for "box". But although a fishing boat in type, she is not pot-bellied, like the average Falmouth Quay punt; she begins to turn her bilge above the waterline, and is a moderate displacement boat. She is accordingly easily driven, and although she has a ridiculously small sail plan, she can "go some" in a breeze. Towing a heavy 10ft. dinghy I ran with a reef down from the Black Rock to the entrance to the Helford River, $3\frac{1}{2}$ sea miles, in exactly 30 mins. - 7 knots! In a light breeze she is slow, and most boats pass her, but she has more sail now than when she was a Plymouth hooker, and surely an amateur ought not to carry more sail than a professional waterman, who is equal to two ordinary amateurs! That is the way I look at it. As a single-hander she has quite enough sail, and does not often need reefing. Her movements in a seaway are very comfortable; and there is no jerking or slamming, and she did not ship a drop of water all the way from Falmouth to the Wight, even when close-hauled up the Solent with a strong wind against tide! She is decidedly slow in stays, but she never refuses, and her shooting qualities are a very valuable asset. Although only 6 tons T.M., she sleeps five comfortably, and has a lot of locker space and plenty of room in the forecabin right up to the forepeak. This is a set



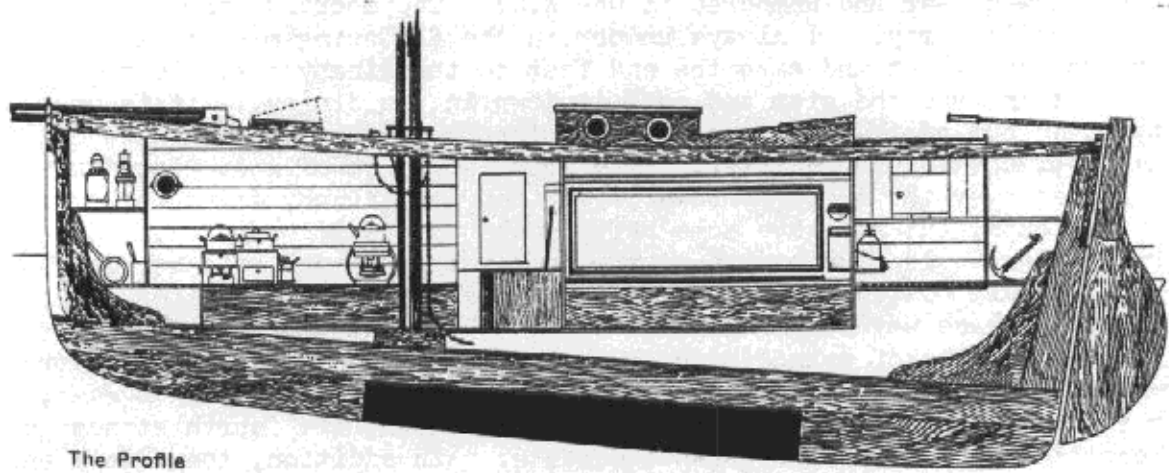
The Deck.



The Cabins.



Section of Cabin.



The Profile

off to the superior handiness of the modern cut-away cruiser. At sea her long keel makes her very steady. When running across West Bay I was able to leave the helm and go below to get a chart or a coat, and cook a hot meal en route. I am almost converted to the old type, and may soon be quite enthusiastic about it! The movement of the boat is so easy and so like a rocking horse that neither my wife nor I, although occasionally subject to seasickness, even felt a qualm in a nasty short sea beating up to Falmouth from the Helford. Nor does she tire you out as some of the modern fast cruisers do. Another great advantage is that the SANDOCK will heave-to like a church. Her former owners assure me that she has done so in a S.W. gale off Plymouth, and I can quite believe it. The short mast and spars, with the concentration of ballast all amidships, conduce to these easy motions at sea.

At Whitsuntide my wife and I went down to Falmouth with the intention of, perhaps, sailing her round to Brixham, with the aid of a paid hand, but when we got aboard we found that this plan was impossible. The old gear was in a rotten state, the compass seemed to have lost its directive power, and the weather was too unsettled to allow us to go too far from port. So we engaged a hand and spent a week very enjoyably in exploring the Fal, St. Mawes and the Helford. I took a hand, because I knew that I was inexperienced, and I did not fancy tackling a new boat with rotten gear in strange water and in very uncertain weather. I found that I had done very wisely, for I picked up many valuable hints from old Andrew, of 37 Smithick Hill, and can recommend him to anyone requiring similar assistance. His charge is 5s. a day. During the whole of this week we used the spirit stove only, as the Primus stoves had not come to hand. This stove, with kettle, cost me 4s.6d., and was made by a local ironmonger. It consists of a tin drum, eight inches in diameter by five inches high. It has a handle at the top, and holes round the bottom; the joints are turned over and not soldered. Into this drum I place one of the ordinary gauze pad-shaped spirit stoves, and on it a small tin kettle fits. The size of the cylinder must naturally be adjusted to the size of the kettle. These stoves are very simple, and highly efficient. The kettle boils in fifteen minutes. If the boat is moving about the whole thing can be suspended from a deck beam. It would be perfectly easy to use it for frying, but in this case it would be better to place something under the stove to raise it a little higher in the cylinder nearer to the pan. We had ham as a general stand-by; we boiled eggs in the kettle before using the water to make tea, coffee or cocoa, and with sardines, tinned fruit and bread and jam we did very well. For extended cruising, however, more is necessary, and with a little management good meals can be obtained with little trouble and no waste of time.

It is absolutely essential, however early one starts, to have a good breakfast; one never knows when the next hot meal will be. I find it takes from 1 to 1½ hours from getting up to getting anchor. One has to bathe, dress, cook, have breakfast, wash up, trim lamps, and then carefully stow everything for sea. It takes a great deal longer than one would suppose. When leaving Brixham for Portland we turned out at 2.30 a.m., and by the time we had breakfasted and stowed gear and unmoored it was 4.0! The mooring warp is always wet and generally dirty. I always unmoor in the following manner: Cast off the warp from the yacht and make the end fast to the dinghy's middle thwart. Then heave it in over the stem and coil it down in the dinghy. It is useful ballast; it is out of the way, and is ready for the next port. We tow with a double warp, one to each quarter. The warp should be of good 2in. stuff, well parcelled over the dinghy's bows. Our ten foot dinghy towed well all the way from Falmouth, but she gave some hefty snubs across Bigbury Bay, and an ordinary painter would have parted. The double towing rope kept her in our wake, and the warp helped to keep her stem down. We carry our water in four petrol tins. These were well scalded out with hot soda water, and we have never noted any taste of paraffin in the water, although it is sometimes brown from rust. Two of these tins stow on a shelf under the port cockpit seat, another fits nicely under the cockpit floor in the run, the fourth stands in the forecabin right forward between the seats. In addition, there is a shelf under the starboard cockpit seat, on which stands a stone Salutaris bottle, which holds a gallon, and has a tap. This is always ready for use at sea. The SANDOCK is a teetotal ship, and carries no spirits. No, not even for

medicine. As a medical man I know that when you are cold and wet a mug of hot cocoa is far more efficient than whisky, and we can make it in fifteen minutes. We boil our little kettle on the spirit stove, place the cocoa in a jug, and add the water. I always take a dozen bottles of sterilised milk to sea. They can be got in any well-appointed dairy, or any chemist will procure them; and they last for weeks, and are always ready to supplement the billy-can supply from shore. They stow nicely in the cabin lockers. We have a little medicine box. It contains simple dressings, gauze and bandages, some phenacetin, cascara, soloids of sublimate for washing wounds, needles and silk, and last, but not least, a box of chloretone capsules. Before going to sea I take two capsules, 10 grains, until I get my sea legs, and I have found it a most effective preventive against sea sickness. If necessary take a second 10 grains at midday. It is perfectly safe. Every yachtsman ought to follow a course of first aid, and should know how to treat a wound. This is so simple that I shall describe the process, because it is so easy to get a nasty cut at sea. I once in an open boat fell with a stone jar in my hand; it broke, and cut my hand badly. Dissolve a soloid of sublimate of mercury in a pint of warm water and wash the wound thoroughly with warm water and then with the solution. Boil some silk and a surgical needle in a saucer for twenty minutes, and then sew up the wound with interrupted stitches. Place some gauze over it, and bandage up. It need not be touched for several days unless it is painful. Bleeding is arrested by placing a piece of gauze over the wound and firmly bandaging, and by raising the limb which is wounded. The amateur surgeon must wash his own hands carefully and rinse them in the sublimate solution before he touches the wound or the needles and silk.

SANDOCK'S FIRST CRUISE.

This was my first cruise in command of my own ship. I had served a useful apprenticeship on MAUD, under the able tuition of my friend, Mr. Devereux Marshall, but I felt a great lack of confidence in undertaking it. I failed to get an "old hand" to come with me, but Mr. Bartram, of Falmouth, an enthusiastic small boat sailor, was willing to trust himself to my tender mercies.

Saturday, June 14th.

Went down to Falmouth an great comfort from Leamington; a lovely day with bright sunshine. Was met at the station by Bartram and by Burt. Took gear to Burt's yard, and then went home with Bartram, and had a grand talk about the coming cruise.

Sunday, June 15th.

Went on board and had a look at the ship. Found that Burt had carried out all the small alterations which I had found necessary on my Whitsuntide cruise. The compass and riding light had not returned from London, where they had been sent for repairs.

Monday, June 16th.

A heavy, tiring day on board, stowing all the gear and superintending small alterations. Dimble, Burt's expert rigger, who was mate of the SHAMROCK, was with us most of the day, making sundry alterations to the rigging, which he did in a masterly manner. His splicing was like a conjuring trick, so rapid and so neat. If you want good rigging done at Falmouth, get Burt to send Dimble to do it. It will stand a gale of wind. The compass turned up in the afternoon, and Burt files fixed it in place and glazed the window. We have a 2in. spirit compass for taking bearings. It is rather too small, and must be replaced by a larger one. We slept on board for the first time.

Tuesday, June 17th.

Burt came off at 6 a.m., and brought the riding light. Trimmed all the navigation lights after breakfast, a custom we never departed from. If you do not trim them before you start you may not get another opportunity of doing so, and they will not be ready when wanted. While Bartram washed up I made the navig-

ation notes, as follows: Bar, 30.2; H.W. Dover, 9.40; H.W. Falmouth, 3.44; H.W. Fowey, 4 p.m. If a night passage be probable it is well to add to these notes the character of all the lights which may be met with. Selected the necessary charts, and put the small R.C.C. charts under the cabin cushion to take the curl out of them. Hoisted the R.C.C. burgee at 8 a.m.; 9.55 let go moorings and under all plain lower sail, beat out of Falmouth Harbour. Wind S. by E., light; 10.55 St. Anthony abeam. The long voyage has really started. Sea smooth, no sun, a grey day. 12.10 Gull Rock abeam; 1.15 abreast of Dodman. Set square-sail after rounding, and picked up the Gribben Head sea mark. Soon lost it in a haze, but steering N. by E. sighted it again at 2.15. During the mist we sighted a steamer steering N. or N. by W. Wondered whether she, too, were making for Fowey, and speculated as to whether we were out of our course. Decided to trust to our compass. She was probably steering for Par. We gave the Carnies Rock a wide berth, too wide, for we did not take the shortest course in. It looks quite simple on the chart to steer straight in, but in reality one is easily deceived. Decided to anchor in a certain spot off the Yacht Club, but when we got there we found on heaving the lead that we had only three fathoms, so decided upon another spot, and tried to bring up there, but the tide was nearer done than I had imagined, and the boat shot more than I had expected, so we had to make a second trial under the critical eyes of the hands on a big yawl. Ultimately anchored ahead of a trawler, a little too near her, but managed to get a clear berth by laying out the kedge. All moored snugly at 3.45. Time from St. Anthony, 4 hrs. 50 mins.; distance 19 miles; average speed, 4 knots. This was my first experience in bringing up. I had often seen it done and helped to do it, but it is a very different thing to do it alone. We did not cover ourselves in glory. In mooring I find it best to row out to the chosen spot, drop the kedge and then take the warp back to the yacht, give the end to Bartram, who gives me a bight to make fast to the chain with a rolling hitch, to which I add a lashing for more security. We voted the square sail a great success. Bartram, who had never seen one, was quite enthusiastic about it. Kempson, in his new quay punt, cutter rigged, brought up soon after we did, close to us. They had left St. Mawes at 11, so she is much faster in light winds than we are.

Wednesday, 18th.

We could not make an early start as we had to call at the Post Office for a reply paid wire which we never got. Got the anchor at 9 a.m., and beat out of the harbour with the ebb in our favour. Navigation notes: H.W. Dover, 10.26; Plymouth, 5.11-5.36; tide makes to the E., 2.26; bar., 30.2; wind, W., light. It is necessary to have the Dover H.W. because the tide charts are standardised to Dover. Set course S.E. by S. $\frac{1}{2}$ S., to clear the Udder Rocks; 10.20 set course for Rame Head E. by S. $\frac{1}{2}$ S. A grey day, with a drizzle which demanded oilskins at times; sea smooth; wind light; very clear; Bolt Head plainly visible at times; 12.20, Looe Island abeam; strong tide against us, making slow progress; handed squaresail, as wind came out south; 5.15 moored inside the Cattewater, just inside the Breakwater; went ashore for letters and to Millbay for a parcel which was not there.

Thursday, 19th.

When we turned out at 6 a.m. it was blowing quite a little breeze in the Cattewater, and we began to wonder what it would be like outside. Navigation notes: Bar., 30.3; wind, fresh, S.S.W.; sea, moderate outside, white horses all round; sunshine with occasional showers; H.W. Dover, 11.12; Salcombe, 6.9. 11.45, shock out reef in mainsail, and set staysail; 12.15, passed out of the Eastern Entrance to Plymouth Sound; Revelstoke Point abeam, 1 p.m. Saw no trace of the beacons which are marked on the chart to clear the rock which is off the point. I have never yet found anyone who has ever seen them. We now had a fine breeze on our quarter, and were doing 6 knots through the water. The dinghy kept rushing up, but never actually hit us, but occasionally she snubbed with a kerk which made the whole boat quiver. Her two painters were made fast to the main horse, which is a very substantial structure, by bowlines; it was a little difficult to adjust them so as to get an equal strain on each. 3.45, passed Bolt Tail and rapidly opened out Salcombe. It wanted two hours to high water, so we had a good flood to help us in. For some time we could not make out the white

patch on the beach which forms the lower leading mark, although we soon made out the handsome cross on the hilltop, which is the higher mark. In consequence I used the old leading marks over the bar, the centre of Molt Point on with the bend of a road which is very conspicuous. I had no Cruising Club chart of Salcombe, but I found a very good inset chart on a blue back I had with me. I use the Admiralty charts for passages, and R.C.C. charts for harbours. Using these marks we ultimately opened out the white patch, and got it on with the cross. The wind was very fluky going in. At one time we were nearly becalmed, and then a blast off the hills laid us down to the rail, and so I kept a hand on the main sheet and checked it when the puffs struck us, for I would not luff without getting out of the best water over the bar. Soon we were abreast of the white patch on the rock which marks the bar, and then we steered for the red buoy, leaving it and the beacon with a barrel on it to starboard and three white beacons to port. The channel is very narrow here, and I decided that it would be difficult to beat out, especially as SANDOOK is a bit slow in stays. We had now only to keep in the middle of the river, and then we rounded up against wind and tide, and dropped the anchor and laid out the kedge at 4 p.m. I at once hoisted the Cruising Association's boatman's flag, as I wanted to make arrangements for a tow out in the morning. It was flying all the afternoon, but no boatman came off as long as I was aboard. We had a magnificent sail, averaging six knots from the breakwater to Bolt Head. We had a good tide with us, but the little ship travelled well, and was very comfortable. In the bright sunshine Salcombe looked its best. I always think it is the loveliest spot on the South Coast, or on any other coast that I know of. We went ashore and spent the evening with one of my late house surgeons who has settled in practice in this gem of a spot. Lucky man!

Friday, 20th.

Bar., 30.22; H.W. Dover, 11.57; Brixham, 7.15-7.30. There was little wind inside, so we underran the kedge at 6 a.m., and made all ready to start as soon as we could get a tow. Hailed a motor crabber, who took us in tow at 7, for 5s. All the crabbers have motors here; this one had a Mitcham two-stroke engine, which seemed to start easily, and the owner said it gave no trouble. Two-stroke engines have a bad reputation on this side of the Atlantic, although thousands of them are in constant use in fishing boats in America. It is difficult to get at the real truth about them; it would seem that personal experience is necessary. They probably want knowing to get the best out of them. Outside, the wind was about N.W., but fluky. It was a nasty grey morning, with the usual loup which is the rule here; occasional showers, heavy clouds over the hills; 8.40, Start Point abeam; passed through dozens of crab pots, crabbers all round us hauling them in. They wear leather aprons, and it is heavy work. About here a large trading cutter, which had been slowly overhauling us, began to pass as though we were standing still, and a little later the boat lost steerage way. For some time I was quite mystified, till I found that we were brought up to a crab-pot line, which was jammed between our rudder and stern post. I managed to clear it with the boat hook, but we did not repass the cutter till we were off Berry Head. 1.15, off Dartmouth; wind now N. by W., very light; 1.45, off Berry Head; wind freshening, till we had to beat up for Brixham against a smart breeze. I found that we could comfortably lie $4\frac{1}{2}$ points off the wind, and that in smooth water we did best with the boom just over the abgle of the transom; 3 p.m., moored in Brixham Harbour, just off the ice works, the best place in the harbour. If the place is full of trawlers it is best to stand right over to the north side and enter by the fairway which is left for the steamers. I went ashore and visited friends, laid in a fresh supply of water, and turned in early. Distance made good, 21 miles; time, 8 hours; average speed, 2.5 knots. We might have set the old topsail, but we were in no hurry, and it did not seem worth the trouble. I hate topsails! In sailing from Dartmouth to Berry Head it is well to remember the Nimble Rock, which is directly in the course if you keep close in, and is a real danger at low tide.

Saturday, 21st.

H.W. Dover, 12.20-12.40; H.W. Portland, 8.40 p.m.; east-going atream makes at 5 a.m.; 4.20 best time for passing inside race; 6.20, last possible time for so-

doing; bar., 30.3; wind, W. by N., very light. Turned out at 2.30, and cleared Brixham Harbour at 3.55; set course E. by S., to clear Portland Bill three miles out; 4.30, Berry Head abeam; set squaresail 6.30, got a three-point bearing of Berry Head, Downend Point and the Ore Stone, which all met at a spot 4.5 miles from Berry Head. So we had only done 4.5 miles in two hours. Bartram turned in at 8 and slept until I called him at 9 to hand the squaresail, as the wind came out southerly. I turned in at 9 o'clock; slept on the cabin floor till 11.30, when we set the squaresail again. Bartram said it might have been set again almost at once, but he did not want to disturb me. 1.30, fresh breeze, going 6 knots. I now reckoned that we should be in time to go inside the race, so I hauled up half a point to E. $\frac{1}{2}$ S. At 3.30 the wind fell light, so steered E. by S. again. High land in the region of Hardy's monument now became visible, but it was too hazy to make out anything definite. It was a glorious day, with a sparkling sea and bright sunshine, but a haze hid the land. 3.30, made out what I considered to be Portland bearing E., and got a cross-bearing on the white Coastguard Station, which put us 8 miles from Portland Bill. Under the circumstances I decided that we were too late to go inside, so steered E. by S. to go outside the race. There are two Coastguard Stations mapped on the chart; the white one, which is seen first, is the more westerly, (the easterly one is composed of brown houses,) and is most valuable, because in hazy weather it is very conspicuous. This white station is generally the first mark made out on this passage. 4.30, made out Portland Lighthouse bearing E.S.E., and soon the whole of Portland Isle came into view on our starboard bow. The high land I had seen was not Portland at all, but much lower land near W. Chickwell. We were at least 3 miles N. of our position by dead reckoning! Probably the inset into West Bay may have caused this mistake, but it was really the best thing which could have happened. The wind was rapidly freshening, so I steered for Chesilton, and allowed the strong south-going tide to sweep me down to the Bill. We hauled the squaresail and passed the Bill about 50 yards distant at 5.50; just west of the Bill the sea was very confused and lumpy, but we saw no race at all. SANDOOK dipped her bowsprit in several times, and came down into one sea with a tremendous bang, but she shipped no water. We passed through the "hole in the wall" and anchored close to the pilot boat's moorings at 7.30. In my anxiety not to foul these moorings I let her drop astern a little too far, and brought up rather close to a barge. Had it come on to blow I should have had to shift my berth. Distance run, 48 miles; time, 15.5 hours; average speed, 3.1 knots. As soon as we had made all snug Mr. Atkins came aboard, and, noting that we were very tired, most considerably asked us to dinner on his ketch ALAN*, 15 tons, also a R.C.C. boat. She is a sister-ship to JAMAIE, and, like her, was built at Newhaven. A fine, able, shallow draught vessel, well suited for her home water, the Colne. I found the tide charts of Portland Bill issued by the R.C.C. of incalculable value; but for them I should never have dared, so late on the tide, to pass inside the race. It never does to trust to fishermen in these matters. An old fisherman at Brixham said, "You keep close to the Bill, and you can't go wrong!" Anyong acting upon such advice might round the Bill close in only to enter the S.W. ebb, running at 5-6 knots, which would at once carry him into the channel ebb, which attains 5 or 6 knots just here, and he would be helplessly swept into the race in a very few minutes. With only a fresh S.W. breeze there can be a dangerous race to small boats at springs.

Sunday, 22nd.

was devoted to rest and to a general clean and tidy up. I believe that we breakfasted at midday! We had noted a bad smell in the boat, so we had out the bottom boards and found the bilge to be in a dirty condition. A dozen pails of seawater, followed by half a bottle of Sanitas in a pail of water, which we left in the boat's bottom, completely cured this nuisance. I shifted three pigs of ballast from under the fore-castle floor to the after end of the cabin. This brought the stem up 6ins., and greatly improved her trim. She became quicker in stays, and balanced better on a wind. Portland Harbour is a very satisfactory spot to anchor; all is quiet, and one is far from the madding crowd. There is a clean beach to land on, and the Post Office is close by. Portland is a bad place for marketing; it is best to take train or steamer to Weymouth. In S.W. gales a heavy sea gets up in the Roads, and good ground tackle is nec-

essary. We have a 45lb. bower, and 5/16in. chain. At sea I carry the anchor across the shrouds, but on short sails I carry the stock across the stem, Blackwall fashion. I have a cleat on the rail to lash it up to, and a line permanently shackled to a ring bolt for the purpose. One has not to lift the anchor, only the flukes, and with the line round them, this easily accomplished. My kedge is a bad one, which I had with the boat.

Monday, 23rd.

As the paternal home is only six miles from Weymouth, I decided to enter this harbour. 8 a.m., got anchor and sailed out by the northern entrance, and laid up for Weymouth; gave the black Nixon Buoy a good berth to port, passing between it and the sewage outfall buoy, which is red. Beat up the harbour against the tide, a long and a short leg. When on the short leg right across the narrow harbour a foul puff came down just as I wanted to stay, and, but for very vigorous work with the starboard sweep backwards, we should have lost our bowsprit against the stone mole. A few words about the harbour may help those who do not know it. First of all the Solent tides reach here and cause a double low tide - the Gulder. The tide flows for four hours, then ebbs for four hours; then there is a second slight flood and a final ebb, causing really four hours' low water. You never quite know which way the stream is at low water, unless you are well acquainted with the place. In any case the stream is slight. There is on the starboard side as you enter a promenade pier, on the port side a stone mole. When you pass the mole there are three mooring buoys on the left hand, and all yachts lie inside these buoys. In August they may be in tiers three or four deep. A berth may be found higher up near the bridge, but as the mail boats are often shifted, one must be certain that they will not do so before bringing up near them. The bridge opens, and a berth can be found in the backwater. I believe 16s. is the charge made for swinging the bridge. A yacht might be left here, but the Cruising Association have no boatman, and I do not recommend it. I would rather leave my boat at Portlan in charge of the Cruising Association's boatman, or at Old Castle Cove. But I would much rather not leave her here at all! There is often an unpleasant gush in Weymouth Harbour, and fenders are very necessary if the yachts are in tiers. At Easter, however, or Whitsuntide, a yacht will almost certainly have a good berth to herself. It is proposed to lengthen the mole to diminish the gush. This is experienced not only with easterly winds, but even with a heavy S.W. or W. wind. As we entered the harbour we picked a berth, and beat up past it. I lowered the mainsail, to run back under jib to our selected spot. But the Harbour Master yelled to us to put our bowsprit inside the quarter of a large shallow draught clinker-built ketch of about 40 tons, and tie up to the buoy. We could see no buoy. However we ran into the spot we were told to occupy, and ran out a warp astern to a bollard on shore, and another astern to the buoy, which was about a yard under water! The ketch had a chain fast to it, but it was a wet job making the warp fast. We now ran out a warp to the ketch, and a fourth to another bollard on shore, so we were safely tied up "all fours". I spent the day at home, returning at 9 p.m. Bartram said he had had a wretched day, rolling in the wash of the steamers and pinnaces, which constantly enter at speed. Weymouth Harbour in summer is not a nice place to lie in, but it is the port of my childhood, and I have an affectionate regard for it.

Tuesday, 24th.

H.W.Dover, 2.22; eastern stream makes at 7.22; bar., 30.25; wind, S.W. by W., fresh. It was blowing hard down the harbour, raising quite a little popple, so we expected some sea and a strong wind outside. We took in a reef and set the second jib. In tying up the points we included one of the second row, and when we hoisted the sail outside we might easily have torn it badly. In future we shall hoist the sail a little before we tie up the points. Cast off all the warps except that fast to the buoy, hauled up to this, and cast off with difficulty, as the hitch was well under water. Unrolled the jib, and ran out under jib, only just clearing a yacht owing to the delay with the warp. This warp was in a filthy condition, covered with evil-smelling weed. We were glad to be outside. Here we found a fresh breeze, but no sea. We could have easily carried

full sail and square sail, but as we had plenty of time to reach Studland before the western stream made we took it easily, and gave ourselves more time to enjoy to the full this magnificent coast line, the finest on the south coast, in my estimation; I never tire of it. I think White Nore is the most beautiful headland I have ever seen. It has two beacons on it, but I have never discovered their use. Left Weymouth at 9 a.m.; 10.30, Lulworth Cove abeam; 7 miles in $1\frac{1}{2}$ hours with a reefed mainsail. A glorious day, bright sunshine, fresh breeze, coast unspeakably lovely. 11.50, passed St. Alban's Head; found a confused sea, but no race, on a lee-going tide; 12.30, passed Anvil Point. There is now a measured mile here, marked by white beacons. We took exactly ten minutes over this mile, our speed being 6 knots. Passed outside the Peveril Ledge chequered buoy, although there would have been plenty of water for us inside it. This buoy ought to be lighted. At night the ledge is a great nuisance. If you keep Anvil Point open you clear it easily, but it is difficult to know when to shut out the light in entering Swanage Bay. The two enormous target buoys off White Nore, which were a horrible danger at night, have now been removed. El hamd il Allah, as the Arabs say. Rounded Old Harry, and beat up for the Anchorage at Studland, and dropped the hook abreast of the most northern Yard. We should have gone further in, but this spot is that marked on the R.C.C. chart as the best. It is well to remember that the pilot boat which lies much further in on a mooring has a hole all to herself; there is at low tide shallow water all round. Studland is a much better anchorage than Swanage. If it comes on to blow from the east you have to clear out of both, but if in Swanage you have to weather Standfast Point, and it may be invisible in the dark. If at Studland you just reach out for the lighted Bar Buoy, get Poole lights in line and run in. Only do not delay, because a nasty sea soon gets up on Poole Bar. Anchored at 1.30; distance made good, 20 miles; time, 4.5 hours; speed, 4.5 knots. It blew hard from the N. all night, and our stern pointed straight to Old Harry. I felt a little worried that our chain might part or the anchor drag. However, we lay very quietly, and there was no real cause for any anxiety. Studland is a perfectly safe berth unless the wind has E. in it. The holding ground is good. It is a lovely spot, and one is generally quite alone with nature.

Wednesday, 25th.

Bar., 30.2; H.W. at Dover, 3.4; H.W. Southampton, 2.26-2.46; eastern stream makes at 8.4 a.m.; turned out at 5, and got the anchor at 6.15; wind W. by N., moderate, sea smooth; Needles plainly visible. Set squaresail at once, but as we drew off the land the wind veered to N.W. With sheet well eased off, the squaresail drew well, to some extent taking the place off a balloon staysail, which we badly needed now. 7.45, Christ Church Head abeam; 6 miles in $1\frac{1}{2}$ hours against the tide. The wind now came out N., and we had to hand the squaresail, and finally stow it away in its bag. 8.5, passed two submarines, steering for Swanage, where we had seen a cruiser and a destroyer at anchor. At a distance the first seen looked like a buoy, but there ought to have been no buoy there, and for a few minutes it puzzled us. 9 a.m., hauled round the S.W. Shingles Buoy and found that we could just lie the course. With a fresh breeze and a strong tide, we fairly romped along, passing Hurst Castle at 9.30. The breeze freshened all the time till off the Solent Banks, which we passed at 10.5, it was blowing a strong breeze. West Lepe abeam at 10.25. Here we passed four more submarines and the parent ship. Rounded Calshot light vessel at 11.30, and found a nasty short sea in Southampton Water. The wind was now N.N.E., strong; 7- and 8-metre boats were racing with a single reef down and jib-headed topsails; 6-metre boats could just carry full sail. We were just nicely canvassed with all plain sail, and we never shipped a drop of water. We had intended to anchor off Hythe Pier, but the weather conditions decided us to make for the Hamble. Lowered foresail and started to beat up the river with a nice to help us. On entering the river we shipped the crutches and unlashd the sweeps. We had one or two tight squeezes, and once only cleared a big yawl's bowsprit by strenuous labour with both sweeps, one being backed hard. We had forgotten to shorten in our dinghy's painters, and had not a hand run out along the bowsprit and shoved her off she would have been caught by the yawl's stern, and we should have swung round alongside her. Without further adventure we reached Bursledon at 1 p.m., and picked up IANTHE's vacant mooring. Distance made good, 31 miles;

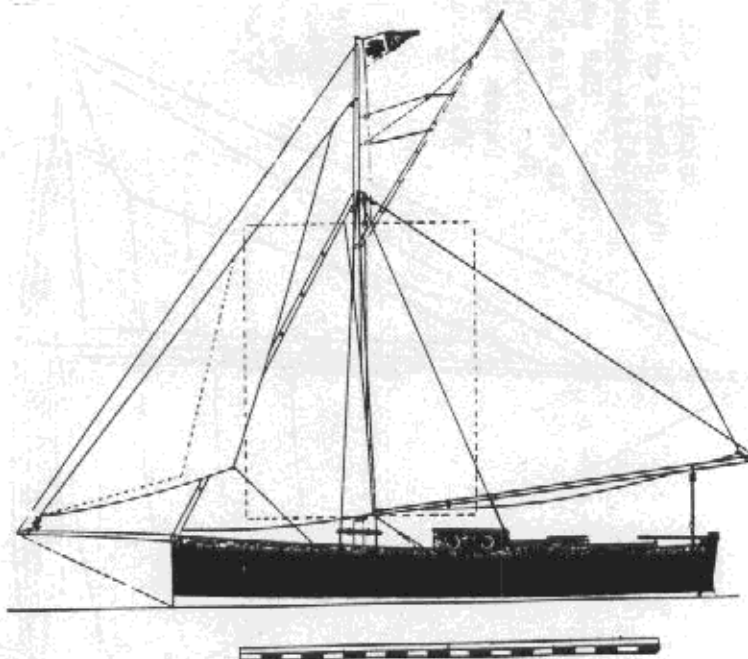
time, 7 hours; average speed to Calshot, about 5 knots. We were thankful that we had accomplished our long voyage without mishap, or even inconvenience. We had sailed 166 miles in 50 hours sailing time, giving an average speed of 3.3 knots. The actual sea speed, excluding the time taken in beating up rivers, would be about 3.5 knots, which is decidedly good for a boat only 25ft. on the waterline, and jury rigged. We have both learned a great deal about cruising and seamanship, but as we had smooth seas and fair winds our powers were not severely tested. It was the most delightful voyage I have ever made in a yacht.

The next two days were spent very pleasantly in the sad duty of stowing away the running gear and preparing the boat for a month in the mud. We are satisfied that SANDOOK is a splendid little seaboat, and that, given enough wind, she is quite reasonably speedy. A little 6 horse motor would make her quite ideal, but it would destroy some of the opportunities for learning seamanship.

During August and half September the SANDOOK acted as a houseboat. My wife and three children spent a long holiday on her, and their only expense was train fares and food. This fact shows that yachting can be very inexpensive. The bathing ladder goes a foot under water, and bathing in the Hamble is perfectly safe for children who can swim well, if only you will adopt the precaution of only bathing at high water, when you get two hours of almost slack water. I am having a small step screwed on to the rudder, which will make it quite easy to get into the yacht from the water without the ladder. I can see no objection to this plan. The step will be a foot under water. On three occasions I joined my family for weekends, and the five of us managed to stow ourselves comfortably, a fact which shows the capacity of a 6-ton yacht of the old-fashioned type, a type which has many advantages. The only disadvantage I have found is a little lack of handiness in such narrow waters as the Hamble River.

T.H.B. 1913.

* The ketch ALAN, referred to when SANDOOK brought up in Portland Harbour, has been chosen as BIRTHDAY BOAT No.1, for the decade 1906 to 1916 of the "Now we are 80" Yachting Monthly Celebrations in 1986. Eight boats, one for each decade, will form the basis of a Rally at Woolverstone on the River Orwell, Suffolk next August. A full account of ALAN's history is given in Yachting Monthly, January 1986. It is interesting to note that she is recorded as having been built at Littlehampton, whereas H.B., in his log, stated Newhaven. It would seem that the Rally, referred to above, is open to as many traditional yachts as may be accommodated, on an informal basis. - Ed.



The Sail Plan.

THE ASKADILS AND IRMIGER

Modifications and Improvements on an Early Design

by T. HARRISON BUTLER, A.I.N.A.

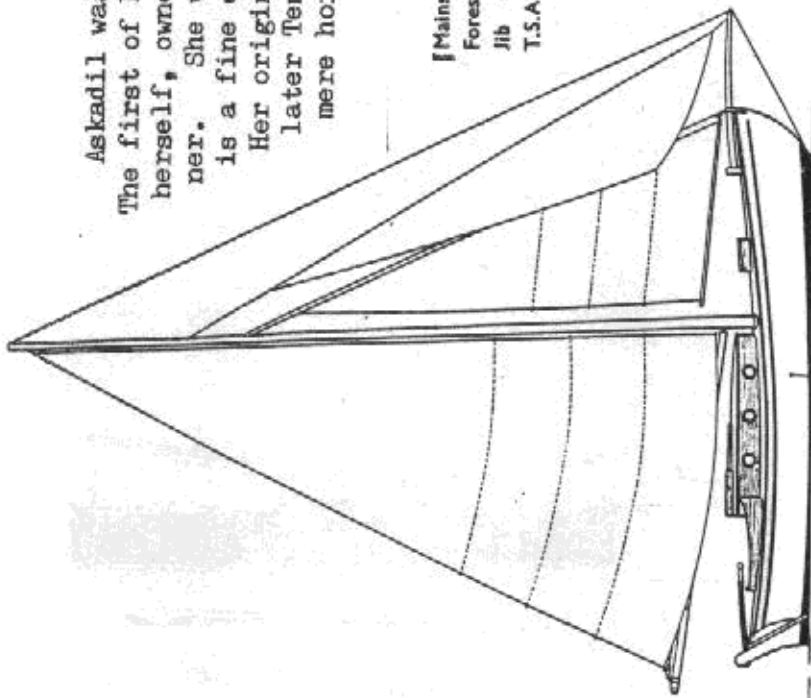
Askadil was designed eleven years ago. The first of her line to be built was ASKADIL herself, owned by Peter Temple and his partner. She was constructed at Rowhedge, and is a fine example of British craftsmanship. Her original rig was Bermudian cutter, but later Temple cut down the bowsprit to a mere horn, and fitted her with a single headsail. He told me that she went just as well, if not better, although the total sail area was less. I had the opportunity of sailing in her with a fine sailing breeze in the West Solent, and I was impressed with her good balance and comfortable motion. She did a large amount of cruising, and her owners, who are both very experienced yachtsmen, were very pleased with her performance. Another vessel was built to the same design on the north-east coast by an amateur, who was fortunate enough to have the use of a large wood-working plant with modern machinery. This yacht was caught out in a hard gale in the North Sea and ran for shelter to one of the north-east ports, I think it was Whitby, and her owner said that she ran perfectly and never gave him the slightest anxiety. The third, ENWYS, was built at Plymouth for Dr. Gassman. He had previously owned a 40-ton Nicholson design, and was greatly impressed by the fact that he did not seem to miss the spacious cabins of his previous yacht. She was built close seamed - a most beautiful job - and he too was very pleased with the behaviour of his new yacht. The fourth, ZINGARA, was constructed

ASKADIL

Mainsail	-	328 sq. ft.
Foresail	-	106 sq. ft.
Jib	-	80 sq. ft.
T.S.A.	-	514 sq. ft.

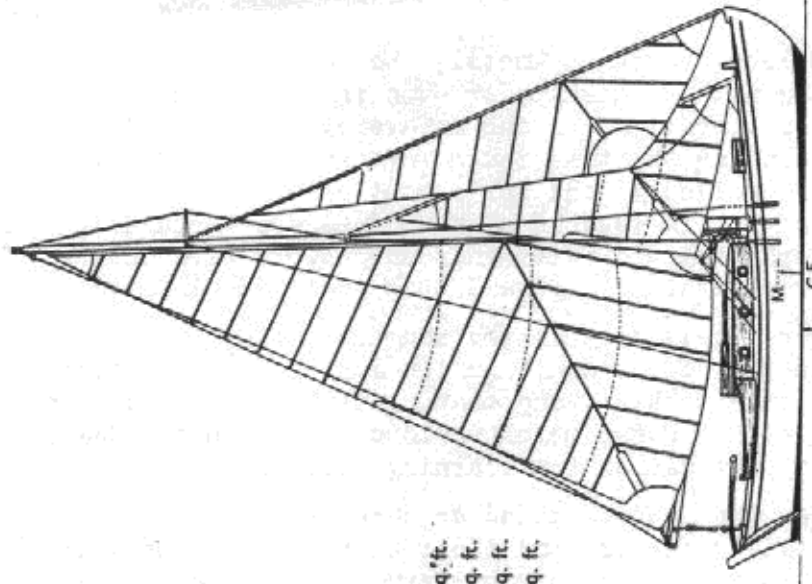
IRMIGER

Mainsail	-	300 sq. ft.
Foresail	-	80 sq. ft.
Jib	-	80 sq. ft.
T.S.A.	-	460 sq. ft.



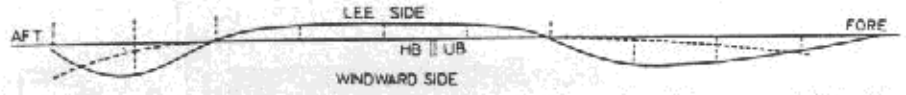
DIMENSIONS OF ASKADIL

L.O.A.	..	29ft. 6in.
L.W.L.	..	25ft.
Beam	..	8ft. 6in.
Draft	..	4ft. 9in.
Displacement	..	6.2 tons
T.M.	..	8 tons
Lead keel	..	2.3 tons

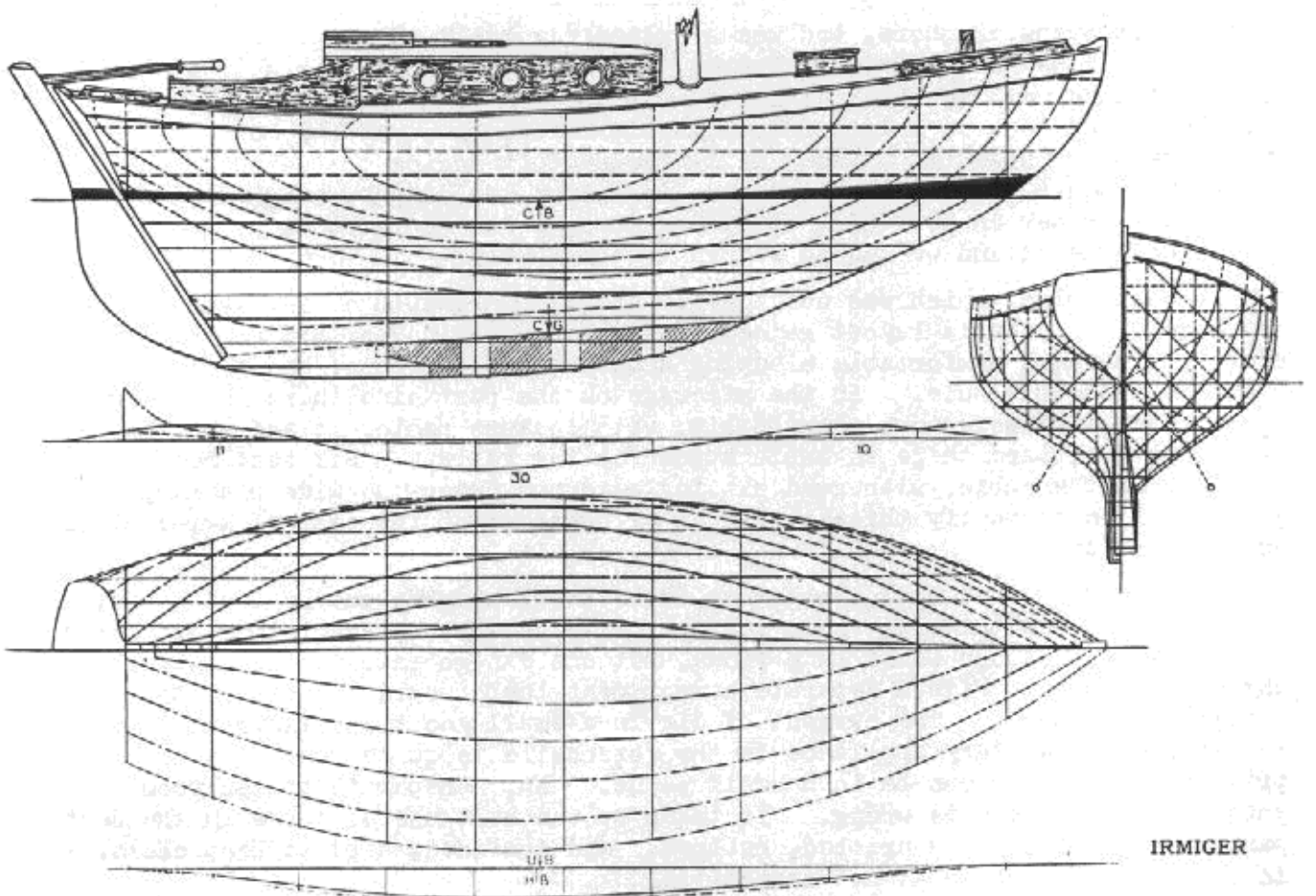
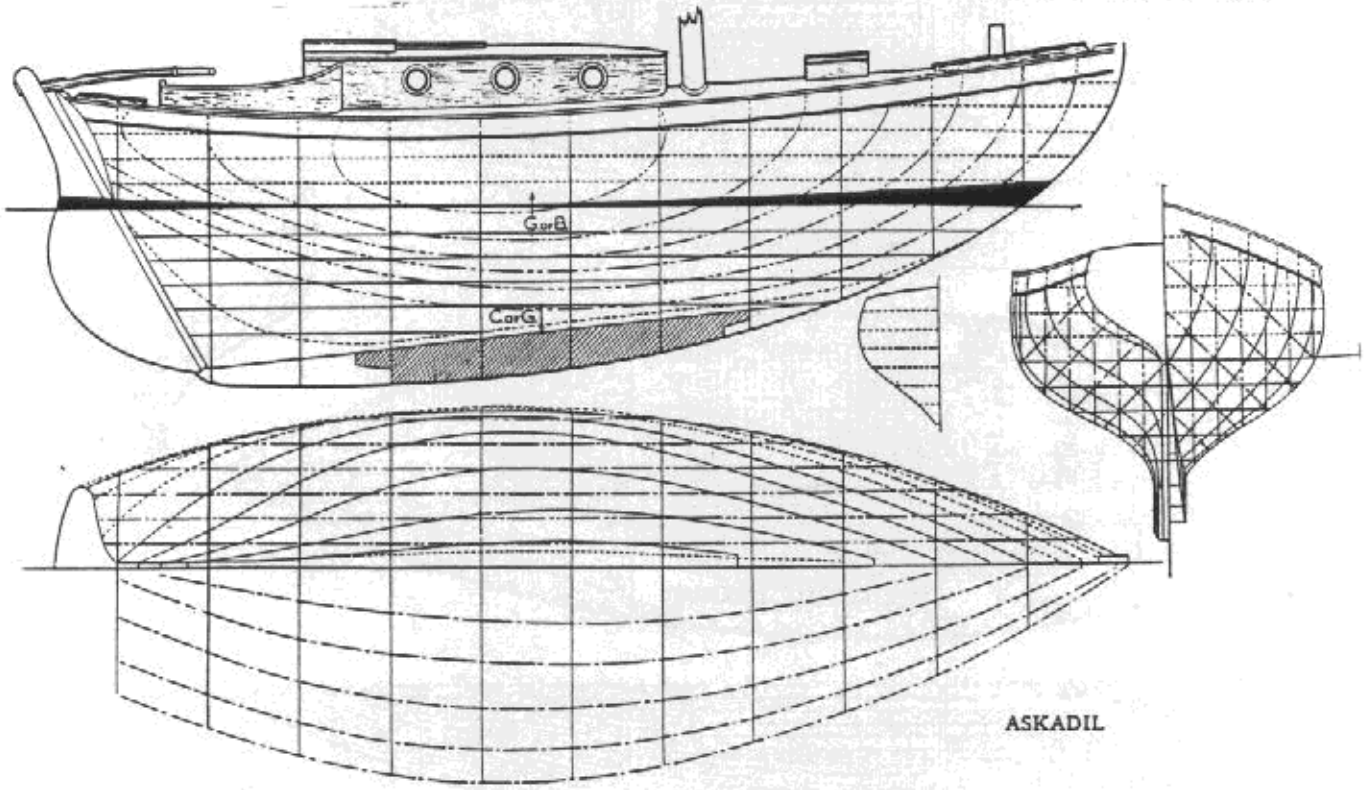


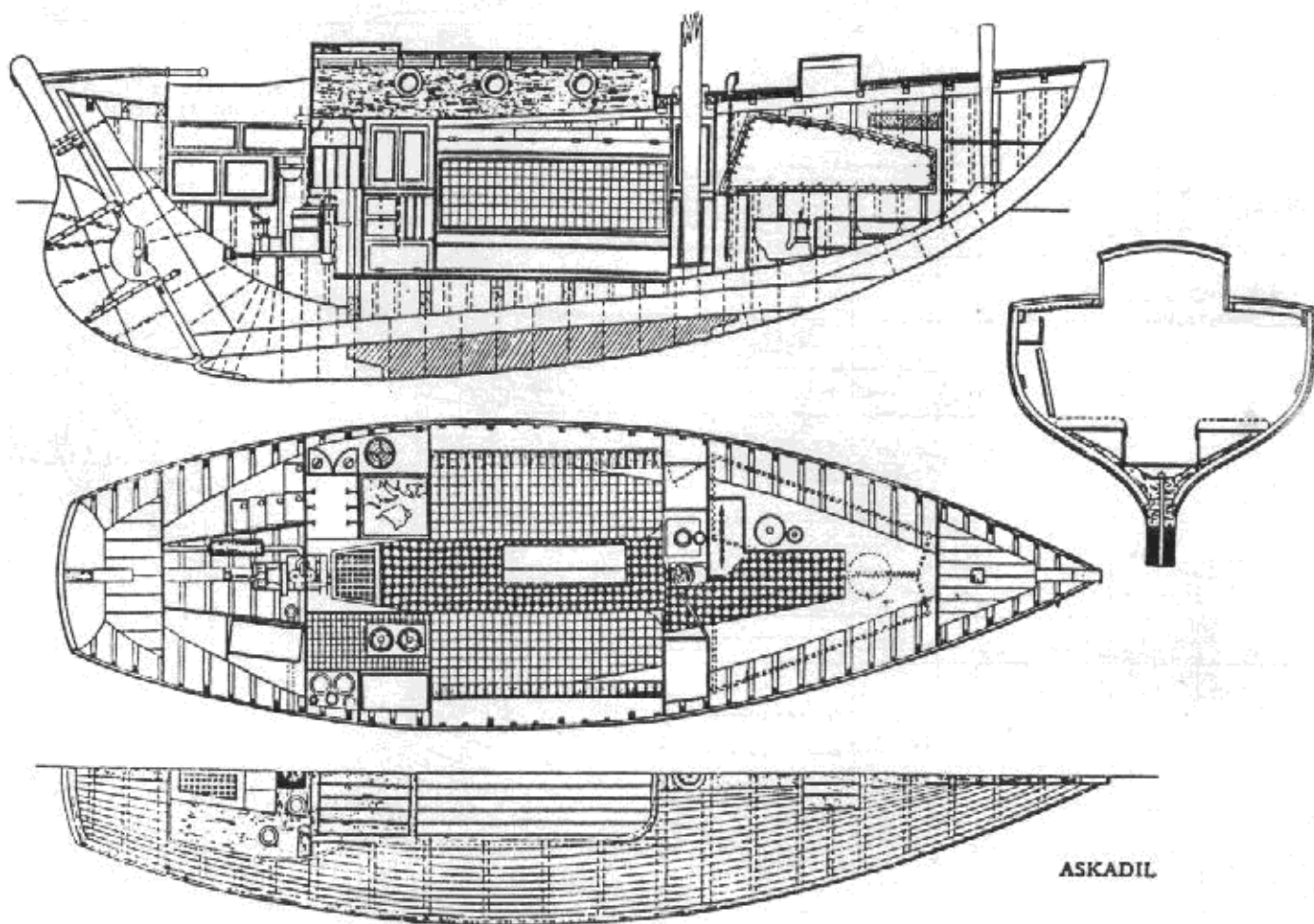
DIMENSIONS OF IRMIGER

L.O.A.	..	30ft.
L.W.L.	..	25ft.
Beam	..	8ft. 7in.
Draft	..	5ft.
Displacement	..	6.1 tons
Lead keel	..	2.2 tons
Turner's Stability Factor 20.		



Above. The metacentric curve of Askadil is the same as that of Englyn





ASKADIL

by Moody at Swanwick Shore, and was a splendidly built ship, planked and decked with teak. She was shipped to Canada, and I last heard of her at New York. She was fitted with an Electrolux refrigerator run by a paraffin lamp, which was very heavy and took up a lot of room in the forecabin, putting her down somewhat by the head. Including a Handy Billy Thornycroft engine the weight of her complete hull was 6 tons, while her gear, including the dinghy, weighed 15 cwt. I went out with her on her trial trip, and thought she seemed to move well, but dense fog came on and we had to return to the Hamble.

The cabin plan, which was not adopted either in ASKADIL or in ENVYS embodies my ideas of a suitable layout gained from experience in VINDILIS and other small craft. There is comfortable sleeping accommodation for four, and a fifth can sleep on the cabin sole. In the stowage on the port side there is a hanging locker for oilskins, and a chart table, with lockers behind it and underneath, whilst to starboard there is ample space for the galley. Six feet headroom is provided in the cabin, with good sitting headroom under the wide plankways. I see no reason to modify this; it has in my hands stood the test of trial at sea and in harbour.

ZINGARA was fitted with a separate toilet room opening out of the saloon. This was supposed to supply some kind of privacy; why, I cannot imagine, for an entry from the saloon would be obvious, but one can go into the forecabin for any old purpose. With a separate compartment there would be no isolation for either ear or nose. The current of air in a small yacht is always from aft forward, so a sanitary appliance in the forecabin is quite innocuous and as private as anything can be in a small yacht. No, a separate toilet room in any yacht under ten tons is wrong. It takes up the most useful space in the best part of the ship; it is cribbed, cabined, and confined, hard to keep clean, and in a seaway its use is almost impossible.

Although Askadil seemed to have been such a success, I have since tried to improve her, and Irmiger is the result. Irmiger means Gulf Stream, but I have

forgotten in what language. The metacentric analysis of Askadil is merely an elongation of that of Englyn, the sections being spaced out 2.5ft. instead of 2.25ft., and is not at all bad, as may be seen from the diagram. Irmiger, including the rudder, has a perfect metacentric analysis, the curve "A" being equal in area to that of the curve "C". It is true that, as shown, $a + c$ does not = b , but this would be corrected by a very slight shift of the axis, a mere thickness of a heavy pencil line. I have altered the profile so as to get the lead ballast lower down, and allow her to take the ground more easily. The alterations in the actual lines are very small. The quarters have been fined down a little and the bow swelled out, but the displacement is practically the same, Askadil being 6.2 tons and Irmiger 6.1 tons, a difference of two hundredweight. The stability of Irmiger would be greater than that of Askadil. I have taken note of the fact that Temple found the absence of the bowsprit was not detrimental, so I have adopted the rig of a stemhead cutter. The foresail might be on a boom, but such a sail is not so effective as one with an overlap, for that increases the efficiency of the mainsail to a considerable extent. I would also have a spinnaker, a light balloon jib, and a heavier balloon foresail that could be carried when reaching in fairly strong winds.

In the Yachting World for October, 1942, page 252, Mr.C.A.L.Amary talks of his dreamship Sandboy. I wonder how he would like Irmiger ?

Mr.Peter Temple, who has been serving in the R.N.V.R. for the greater part of the war, comments on ASKADIL.

ASKADIL was built specifically for easy cruising, and the rig, layout, construction and finish were of the kind to give easy handling, comfort for three, tightness and cheapness in upkeep, rather than a dazzling performance. At the same time we wanted a boat that would be a real pleasure to sail. Except in Quay Punts and other heavy boats one is always up against the problem of ballast-displacement ratio, but we hoped that as ASKADIL was an enlargement of a successful design she would have sufficient stability. Actually, with her heavy solid mast and the generous scantlings stipulated, not to mention the interior finish, which was of solid teak, and very beautiful, she needed nearly a ton of lead inside, and were I to build to this or a similar design I should ask the designer to give me six inches more draft and to include this extra weight as part of the lead keel.

ASKADIL's first season was experimental. She was a lovely little boat to cruise in, never leaked, and never gave us any anxiety - nor have I ever kept so dry. We played about with the sail plan and the ballast and thoroughly enjoyed ourselves, always kept a very good table and got where we wanted, except on the occasion when we left the Solent for Alderney and finished up at Bridport. After these thorough trials we came to the conclusion - and Dr.Butler will probably agree - that ASKADIL suffered slightly from the common feminine weakness of having small shoulders and a fat behind. So we took steps, reducing the length of her boom by about two feet and giving her a single headsail in place of the original two, on a short, very strong, bowsprit. We grovelled once more in the bilge, moved the ballast aft, and had the chain locker brought back to the mast. We then drank several beers, hoisted the Genoa and disappeared in a cloud of spray to the astonishment of the pundits. After this we never reefed the mainsail, and the boat was better balanced and, I think, faster.

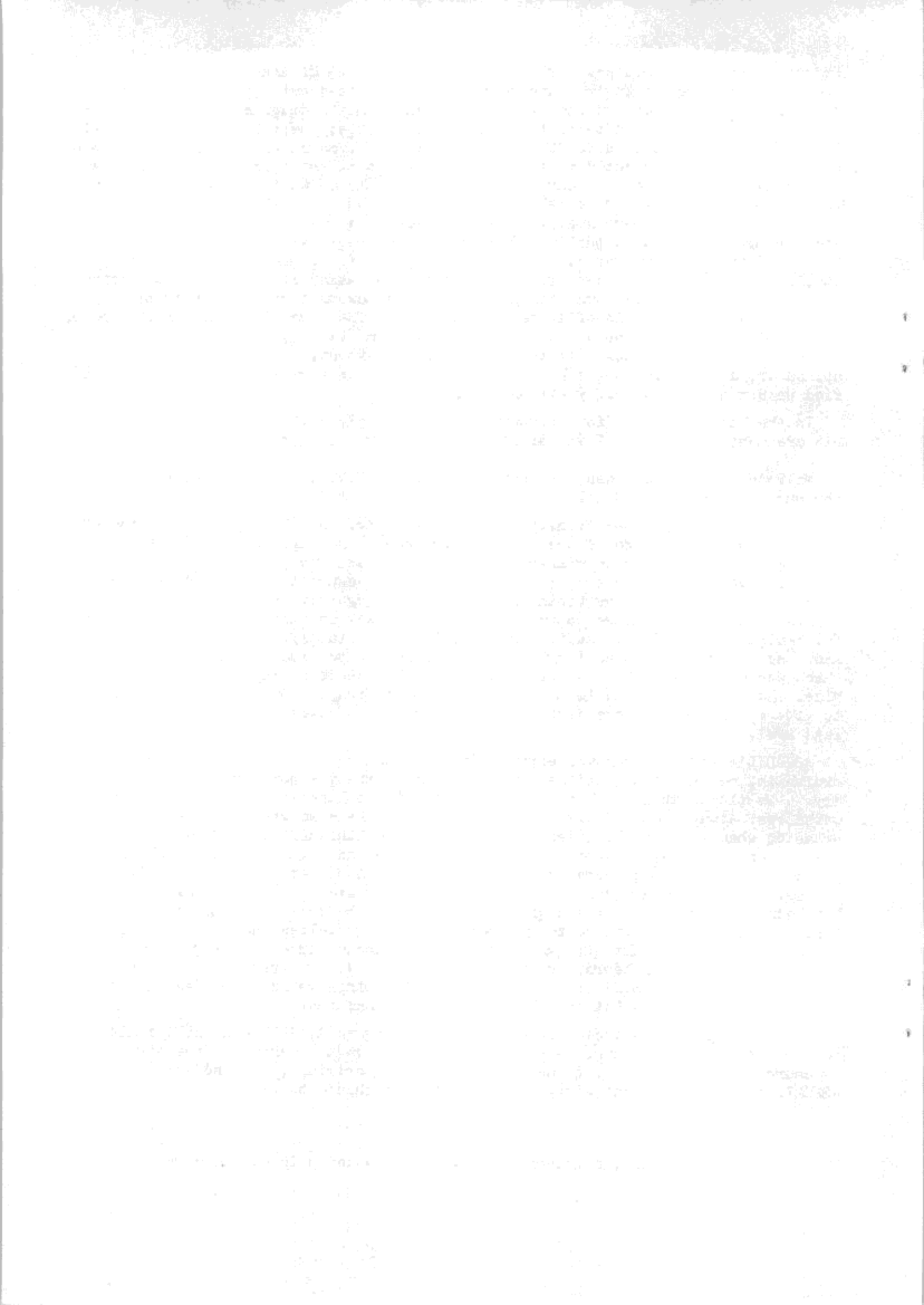
Yacht design has advanced since Dr.Butler designed ASKADIL - he will admit that - but notwithstanding, he provided us with several seasons of the greatest pleasure, sailing, modifying and improving on the original, and whoever has ASKADIL after the present disagreeable interlude should be well content.

September, 1943.

"When one has good wine, a graceful boat, and a maiden's love, why envy the immortal Gods ?"

Li T'ai Po

(706-762 AD)



"The Crumblies"

Far and few, far and few are the lands whence the Crumblies hail,
Their heads are bald, and their hands are brown, and they went to sea with a sail.
They went to sea with a sail they did, with a sail they went to sea,
In spite of all their friends could say, on a summer's morn and a windless day,
with a sail they went to sea.
And when the sail turned round and round everyone cried, "You'll both be drowned"
But they called aloud, "We don't care a button, we don't care a fig, 'cos our sail
is small and then so big."
They sailed away, so smooth and fast, with their gleaming stay to the top of the
mast
And each of them said, "How wise we are, though the skies be dark, and the voyage
be long
We never could think we were rash or wrong to fit our Rotostay."
(With apologies to Edward Lear).

Boyd Campbell.

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COVER PHOTO

"A trap for the unwary"

MEMORY, "dried out for a scrub" on Thirslet Spit, River Blackwater, Essex. In daylight, the beacon which marks this lurking hazard is difficult to pick up against the land, and at H.W. appears to be in the middle of the navigable channel. It is all too easy, on a sluicing ebb, to pass by on the wrong side as we nearly found out to our cost this season!

