



THE HARRISON BUTLER ASSOCIATION



"Lindy II"

NEWSLETTER No:26

WINTER 1987

OUR PRESIDENT'S LETTER

The Crag,
St. Mawes.

October 1987

Dear Members,

No sooner is the Laying-up Supper behind us than it is time to put pen to paper for the Winter Newsletter and I have let a month slip by. The Supper at the Jolly Sailor was an enjoyable occasion and the deluge eased up for the evening so we were able to have our pre-supper drinks outside. We met many old friends - fewer than usual - but we missed Bill and Edith Forster who were recovering after a motor accident: nothing broken, luckily, but aches and bruises kept them away. Bill, at 88, has decided to hang up his steering wheel. I wonder if I have another 18 driving years ahead of me??

As ever, there were members putting in a first appearance at the Supper: John and Betty Richardson and their son John (CRUINNEAG). The bad weather prevented some of our long distance members from coming - but there's always the A.G.M.

I hope you enjoy the rather medical turn this newsletter has taken and that the reading of Colin's article won't make you reach for your Stugeron.

The designs in this newsletter are SABOT (later named RAMA II after the only - I think - boat which was built - and without the centre-board) and AELLA, the metacentric version. Two known yachts were built: one in Italy and the other, CATRIONA, in England, by an amateur. T.H.B. was not an East Coast sailor and these are the only designs with centre-boards.

Accompanying a letter from Kathy Veel was her delightful scraper-board picture of QUEST. Have we other latent talent in our membership? Kathy said she was expecting Don Marshall in Castlecrag shortly, aboard CIMBA. There must be a story somewhere between Albany and Castlecrag. Will you tell us Don?

A P.C. from Steve Phillips and Marlene Rice, written on September 9th, says: 'GALATEA is still in Costa Rica, in Puntarenas, for a haul-out and paint job before heading to Panama/Galapagos and Ecuador. We've heard rumours of another H.B. boat near here but don't know who it is yet - we'll keep our eyes peeled.' (Probably JARDINE, but she was already in Mexico by then.) 'GALATEA gets many compliments and is consistently called 'the most Romantic boat in the bay. What do you make of that?' (Well, it's what one would expect, isn't it, unless she had to share the honour with another H.B. boat.) 'Hope you are well and enjoying the Summer. I haven't seen a Newsletter for 6 months but will send a letter soon.'

Long distance cruising can be a bit lonely even if one is not actually alone. It's very difficult to synchronize places and dates for receiving mail as I well remember when John and I were sailing to Malta.

Alessandro Sternini wrote me a long and interesting letter on August 24th from Puerto Vallarta, Jalisco, Mexico, near the mouth of the Gulf of California, from which I shall quote a paraphrase. JARDINE is likely to remain there for about three months until the end of the hurricane season and then Alessandro will have to decide whether to proceed to the North or West.

Having described the usual course hurricanes take thereabouts he says: 'I must say that after the bitter experiences of the past year I regard the sea and its phenomena with greater respect. I am still very confident about my boat and her gear but I did learn that there comes a time when it does play little difference what sort of lines a small boat happens to have and you really feel like being a tiny thing in the driving force of the seas around you. So it was with much carefulness I sailed up here from Costa Rica at the beginning of the bad season.' (Having been unable to find a suitable place in which to remain in Costa Rica, which had been his intention.) Most of the passage of nearly 1500 miles was

with - or against - light head winds and much use was made of the outboard engine he had bought in Venezuela in preparation for the passage through the Panama Canal. He continues: 'The heat here is quite unbearable. In daylight hours it gets very hot and what makes it worse is the high humidity proper to the rainy season. Not without reason the Sailing Directions indicate the climate as "unhealthy" here and at this time of year.....We have been travelling a bit inland, my friend Soledad and I, trying to catch some of the spirit of this big Mexico. I find the country fascinating but find it hard to say what strikes me most because it is very vast and variety is in everything. I just say that here you can find plenty for all tastes.' His mail has reached him at last, with three newsletters to absorb. The news and pictures of our May Meet brought nostalgic memories of the friends he made in England and he was very interested to read about the attention being given to the H.B.A. by the B.B.C. Last year, he met Paul Johnson, son of the ESCAPE Johnsons, in Teneriffe as he was getting ready to leave and was impressed by something Paul said which I would describe as the camaraderie of the sea. He said to Alessandro that whatever may happen sailors belong to a community that is most often a source of help when in need. Very true and very comforting.

After calling me to task for my remarks about doghouses he ends his letter thus: 'I send my best wishes to you and I hope that your sailing may be high and dry' (it is, rather) 'and I extend this to all the sailing friends I met in your waters.'

We understand what you mean, Alessandro, and appreciate your good wishes but it isn't exactly what you said, owing to the vagaries of the English language.

You will be interested to learn that ZENOCRATE, CHIQUITA and CONSTAR, three 2 4-tonners, came 1st, 2nd and 3rd in the Round the Island Race in the Summer. This was ZENOCRATE's fourth consecutive win. The next day, CRUINNEAG (Cyclone II) came first in the Hornet Club's Round the Island Race. Congratulations to all of you and perhaps also to T.H.B. who never set out to design race-winners.

Work on the making of the PROGRAMME is nearing completion: I have one more session in November and Brian will get down to his précis exercise, condensing hours of material into a twenty minutes programme. He will send us advance notice of when it will be shown on television. I hope you'll enjoy watching it as much as we, or at any rate I, have enjoyed being involved in the making of it.

Remember to come to the A.G.M. on February 27th next year and also, to give me as much notice as possible and also, remember that your subscriptions are due on January 1st or at the A.G.M. if you prefer. It would be wonderful and a record - if we could have a year with no defaulters!

I should like to welcome our new members who have joined since our 1987 List was published. Their names will be found on the Supplementary List. The Association is an on-going live concern and is helped on its way by the good offices of the "officers." I don't know if we are the only yacht club which has no committee? The A.G.M. serves that purpose. I hope that all our new members will come to the A.G.M. to meet all the old (and not so old) faithfuls.

The South of England has just experienced what was as near hurricane conditions as we are likely to encounter. Happily, I have not heard of any H.B. disasters but haven't been able to check them all. The storm was more severe further East than here in St.Mawes but the wind roared through the trees very noisily and blew off a few pieces.

And now, my best wishes to you all and especially to those who, unfortunately, I never see. Some of you are so far away but I do think of you even if I don't find time to write. I hope you will find time for some good sailing in 1988.

Yours aye,

Joan.

THE INFLUENCE OF SAILING ON NERVE

Curiosity on the part of Herbert Reich and an explanation by T.H.B.

The Sailor's Hand. - "Those unaccustomed to manual labour may have noticed the effect which a spell of it has on the hands. Apart from any roughening or chafing, it creates a shakiness which is sometimes inconvenient. I was reminded of this when reading of the late Lieut. Devereux Marshall's skill in operating on the eye. No surgery calls for such delicacy and sureness of touch, for the margin of safety in cutting into or round the human eye is particularly fine. Mr. Harrison Butler and Mr. Claud Worth are oculists in constant practice, yet both spend a considerable time on boats, with all the attendant pully-hauls of their handling. How do they and how did Lieut. Devereux Marshall keep such delicate touch? I should be interested to know..... Sir Alexander McCormick is, I understand, the cleverest surgeon in Australia (he was born within sight of Crinan, by the way), yet spare time and holidays find him dickering about on his yacht in Sydney Harbour, fitting out, sailing and laying-up being equally enjoyed. Sailors' hands are phenomenally "blunt", yet sailors are proverbially "handy", and abnormally natty in their work. Hand work varies of course: there are kinds which permanently disturb the touch - riveting, or any form of long sustained hammering - but normal hand labour appears to leave it unimpaired, if not improved."

H.R. January 1919.

The Influence of Sailing on Nerve. - "In your Editorial Notes you discuss the influence of the hard work involved in cruising upon the delicacy of the surgeon's touch.

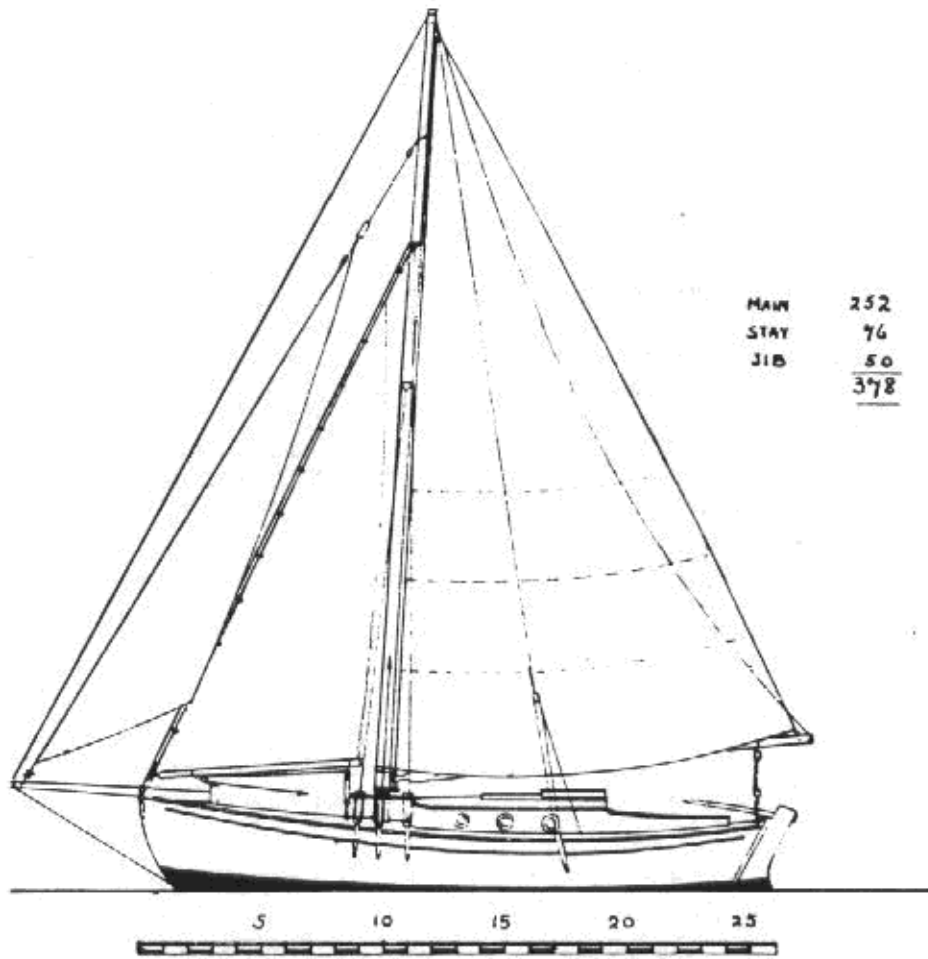
"Manual dexterity is a function of the brain, and has little to do with the shape or structure of the hands. Operative skill is, given the requisite knowledge, largely a matter of constant practice and of nerve. The quality which we call "nerve" is more especially called for in the delicate operations upon the eye, where a false step is irrevocable, and may result in complete failure. In an ordinary operation requiring a considerable time for its completion there is time to settle down to the work, and any nervousness can be overcome. An eye operation is a matter of seconds, and the result may be made or marred before there is time to recover from any initial lack of nerve. Even the most experienced operator may have attacks of nerves if he be out of form by reason of fatigue, lack of fresh air and sleep, or worry.

"The best corrective I know is quiet cruising with plenty of time allowed for sleep. Winter yachting, even if one never puts to sea, is very useful, for the short days encourage long nights of sound sleep. The busy overworked man cannot do better than go down to his yacht at Christmas and sleep twelve hours a day!

"Tremour of the hands may result from local muscle fatigue or, far more frequently, from nerves. The tremour which follows unaccustomed hard work does not last long, and would not be noticed the next day.

"Tremour is easily induced by using a muscle in an awkward or strained manner. It is foolhardy to carry a heavy bag to an operation, or to go to a dance the night before; but a day at sea can only be advantageous. The roughness and hardness of the hands which comes from a week or so at sea is certainly to some extent detrimental, but it can be guarded against by using leather gloves for anchor work and sail hoisting, and by rubbing lanoline into the hands every night before turning in. I, personally, have never noted any ill effects from hard work at sea, and I have never heard any complaints of this nature from any of the numerous ophthalmic surgeons who use the sea. Our opinion is just the reverse. There is no form of sport which improves our work to the same extent. We get fresh air, absolute change of thought and freedom from worry, healthy exercise without any heart strain, and good restful sleep."

T.H.B. February 1919.



Specification of Six-Ton Yachts

TRADEWIND *and* FAIRWIND

English Oak keel, stem, stern-post and stern knee. Sawn Oak frames 2 feet apart with two steamed timbers between. Lead keel secured with yellow metal bolts. Oak floors amidships. Galvanized iron floors at bow and stern. Transom, Mahogany. Shelf and stringer, Pitch Pine. Pitch Pine planking with Teak top stroke and covering board. Decking, Red Deal covered with linoleum. Teak cabin coamings, hatches, seats, bulkhead and rail. Mast and spars, Oslo fir Poles.

Built to the BOGLE design

by

Clapson & Son, Barton-on-Humber

1935

To Holland in FAIRWIND

By

J. Leslie Wood



is a newly built 6-ton Bermudian cutter designed by Dr. T. Harrison Butler, and was built to an exceptionally heavy specification at Barton-on-Humber last winter. After weeks of preparation FAIRWIND left Brough Haven on Friday, July 5th (1934), at 10 p.m. outward bound for Holland on her maiden cruise.

A high spirited crew had been signed on in the persons of J. L. Wood (skipper), B. Hole (mate) and G. King, and ample provisions for a fortnight's cruise stowed on board, the latter proving to be a big saving to our pockets in view of the adverse rate of exchange.

With the help of a good ebb tide we were soon well on our way to the open sea, reaching the Bull L.V. at 3.20 a.m. Our course was now for the Dudgeon, with a fresh N.W. wind and an awkward confused swell, which gave us an awkward corkscrew motion and had undesirable effects on some of the crew.

By 10 a.m. the Dudgeon was abeam; here we "wore ship" for Cromer and this brought the sea on our beam and made us more comfortable. Soon after, the wind began to ease and the spinnaker was set, and under this rig we fetched the Haisboro' light, after which we were becalmed all night; having drifted into the "Barley Pickle" we anchored and turned in until daylight.

Sunrise on Sunday saw us on a course for Smith's Knoll, which we reached shortly after mid-day. We took our departure from this lightship, the wind being light E.N.E. and the sunshine glorious. Progress was slow all day and under these pleasant conditions we took the opportunity of making up arrears of sleep.

We set watches at 10 p.m., light fluky winds heading us until daybreak, then dying right away. It had been an amazingly clear night, the loom of the lights on the Belgian coast could be seen reflected on the clouds although they must have been some fifty or sixty miles distant.

We were able to trim sails again at 10 a.m. and hoisted the Genoa to a light easterly breeze, keeping her on the starboard tack until 6 p.m. when we put her about.

The wind had now freshened and before settling the night watches we took down a reef and made fair progress through the night, although the wind headed us as usual. We could now smell the hay on the land which was pleasant to all but Bryan who had an attack of hay fever.

Not sighting land, the mate took a noon sight and after careful calculations informed us we were somewhere off Calais! After this shock we worked out our D.R. position and had just established it as 28 miles N.N.E. of Scheveningen when a cry of "Land ho!" from Godfrey at the tiller jammed the pair of us in the hatchway. The skipper, however, was first to reach the cross-trees and reported wireless masts and sundry buildings. From the description in the North Sea Pilot we recognised this landfall as Scheveningen. Four hours later we entered the outer harbour having been nearly four days out from Brough.

On seeing our arrival, the Harbour Master informed us that there was another English yacht from Hull in the inner harbour. Guessing she would be our sister ship, TRADEWIND, we worked our way quietly alongside her without the owner's knowledge. The shock temporarily bereft him of reason and he rushed on deck to welcome us very scantily clad. His wife, however, kept her head.

The next day and a half was spent enjoying the revelry of Scheveningen which is a very lively seaside resort. The morning of July 11th was fine with a light nor'-easterly air. After being towed from harbour by TRADEWIND who turned south for Rotterdam, we set sail for Ymuiden. After making slow progress against the wind all day we anchored off Haarlem at 11.30 p.m.

The following morning we entered Ymuiden harbour and passed through the lock into the Amsterdam Canal where our usual head wind was awaiting us. With these conditions we gladly accepted the offer of a tow from a Dutch diesel barge which quickly "honked" us as far as the first bridge. We then hoisted sail and started our long beat to Amsterdam in brilliant sunshine.

Shortly afterwards we were surprised to find ourselves hard aground although we were a good ten yards from the bank. It was no consolation to see an enormous liner steam past not twenty-five yards away. After the fruitless efforts of half-a-dozen watermen to pull us off with ropes the entire ship's company staggered them by diving over together; coming up under the bobstay they lifted the bows into deep water and scrambled aboard as the good ship sailed away. Having threaded our way through innumerable bathers, and a medley of river traffic, we were welcomed into the peaceful yacht harbour of the Royal Amsterdam Yacht Club.

The ensuing twenty-four hours were quite inadequate to explore this magnificent city, with its fine buildings and picturesque water-ways, but we did (however) find time to make the acquaintance of several Dutch yachtsmen.

The English yachts MOON RAKER and DEERFOOT were also in the harbour and visits were exchanged.

Time being short, however, we set off in the late afternoon (this being July 13th) for the IJsselmeer, having arranged to meet some of our Dutch friends at the island of Marken on the following day, which was Sunday.

We panned through the Orange locks in company with an enormous barge which occupied the entire length of the lock being about 150 feet long; also several open sailing dinghies manned by the youth of Amsterdam who surprised us with their melodious part singing. We had a rousing sail against a stiff breeze to Marken, anchoring under the lee of the island as darkness came upon us. Entering the harbour in the morning, we saw hosts of sightseers of all nationalities and the inhabitants in their national costume which seemed hardly suitable to the hot weather.

After enjoying the hospitality of our Dutch friends and seeing the sights we sailed away bound for Edam, passing close to Volendam, the harbour of which was closely packed with scores of fishing Boppers - the regular line of their masts each with its pennant, presenting a striking appearance.

On entering Edam harbour, instead of the quiet village of which we had heard, we were amazed to find ourselves in the midst of a dancing and bathing Lido, with its jollifications in full swing. Running out the spinnaker boom as a gangway, the crew were ashore in record time joining in the revels. During a lull in the proceedings we found time to visit Van Tromp's old sea port. Next morning we left the Garden of Edam and its charming inhabitants, sorrowfully hoisting our canvas to the strains of Shenandoah, bound for the Isle of Urk, twenty miles distant.

Special Week -

With a fine quartering breeze we reached this tiny islet and entered its harbour in the afternoon. During the evening we walked round the island which possesses little or no arable land, and subsists entirely on its fishing industry.

We were off again in the morning by 7.30, hoping to be in Hoorn by mid-day, but owing to lack of wind did not arrive until 7.40 p.m., being greeted by much imaginary brushing on the quayside by the modern Van Tromps.

We were agreeably surprised to find MOON RAKER tied up under the trees in the pretty inner harbour and spent the evening swapping yarns with her skipper and his wife. Next morning was spent in exploring this quaint old town with its fourteenth century buildings, and provisioning FAIRWIND for our homeward passage. In the afternoon we left for Enkhuizen with a strong following wind in company with MOON RAKER and were obliged to reef before we arrived.

Whilst in Enkhuizen we took the precaution of reefing still further on account of bad weather warnings. After tea on board MOON RAKER we left at 6 o'clock in a heavy rain squall bound for the Helder locks. The wind, however, fell away with the daylight and headed us as usual, and we made slow progress along the N.W. Polder Wall. Under these conditions we did not arrive at the lock until 1.30 a.m., promptly running aground near the entrance, finding the lights very confusing. All hands were ordered to the shrouds to list her over in a vain attempt to sail her into deep water. This only served to drive her further on. After about a quarter of an hour a passing diesel Botter, seeing our predicament, attempted to pull us off but only succeeded in snapping the tow line. After several attempts brother Honk also came out. The crew was then taken off and the tow rope bent to both boats which, after much honking, succeeded in pulling FAIRWIND off.

We were finally berthed alongside them in the fishing harbour at 2.30 a.m. The fine burly fishermen promptly accepted our invitation to come on board for English "Viskey." They could hardly speak two words of English between them, but the following phrase was distinctly heard several times, "I have broken dee gold vatch and chain off mine uncle." This may have been true, but it did not seem to affect their hilarious good spirits and certainly lowered ours by several bottles.

It was 4 a.m. before we turned in, but our friends were back again at 8 o'clock offering to tow us to the lock-pit. These locks are very well equipped and of the latest modern design, and we were soon penned through into the Helder without any charge. Visibility being good we had little difficulty in following the Wierbalg Channel, which is well marked by day and averaging about 100 yards in width.

Passing Willemsoord with its naval dockyards we were at the mouth of the Helder by noon, and following the leading marks, which lead one clear of the dangerous sands, we set a course for the Haak's light vessel at 2.10 p.m. - this being Thursday, July 18th. For the first few hours we made fair progress with a light W.S.W. wind. By 6.45 a.m. this had dropped considerably and an entry in the log reads:- "pitching nastily, light bronze sky to windward, stratus nimbus cloud formation, foul tide carrying us to nor'ard of the Haaks which bears S.S.W., hull down, put ship about on starboard tack.

Progress was slow and monotonous and four hours later, being still some way off, we took our departure from cross bearings of the Haaks and Helder lights and were only able to make good a N.W. course. The night was spent in reefing, unreefing and generally changing sails in unsettled weather and an awkward sea - so little sleep was possible.

However, the morning brought more pleasant conditions, although little wind, and progress was again slow throughout the day. At 4.30 p.m. we estimated our position as 55 miles approximately east of Leman Buoy.

About this time we picked up a moderate S.W. breeze and bowling along in fine style - making over 5 knots. At 6.30 we were obliged to take in one reef and douse the jib as there was now a moderate sea running and some spray coming on board. During a temporary lull we took the opportunity of "heaving-to" for dinner, after which, with the barometer falling and the wind freshening still more we decided to take in a second reef for the night.

An entry in the log at 2.45 a.m. reads as follows:- "A dirty night with poor visibility - heavy clouds and vicious rain squalls - a large sea running just

foward of the beam which needs watching, although not breaking as yet."

We spent an anxious night and at one time considered making for Lowestoft, but not being sure of our position, dare not risk crossing the outlying sands. To add to our discomfort the coach roof was leaking persistently although lashing a sheet over it improved things temporarily.

Much to our relief conditions improved the following morning and we were able to dry our bedding. At 1.45 p.m. we set a course from our estimated position for the Dudgeon light vessel as it was probable we should be to the nor'ard of our D.R. position and in that event would be sure to pick up the Outer Dowsing.

The wind was now W. by N. and setting the Genoa we fairly bowled along, but in the middle of the afternoon the weather began to look hostile once more, the sun having gone and rain squalls appearing on the horizon. At 5 p.m. we handed the Genoa and hove-to for tea during a heavy rain squall. Shortly after this we sighted two Yarmouth drifters and made to them in the hope of receiving our position, but were unable to do so as a sudden wind squall made conditions difficult. Whereupon we took down a reef and started to prepare a meal.

During these proceedings the helmsman reported a flashing light some distance ahead which was too far away to identify.

The wind was now blowing very hard, and the sea rising. We deemed it advisable to take in a second reef and hand the jib, the barometer having risen rather a lot. During these operations, conditions rapidly became bad, and it was only safe to go for'ard with life-lines owing to the violent pitching of the ship in the sea now running.

We were, however, fortunate enough to see the light-ship ahead flash Red-White, which identified it as the Cromer Knoll. A few minutes after it was blotted from sight altogether. By the time we were all snugged down it was past 11 p.m., and after putting the ship about on the port tack the skipper and mate went below to study the charts and decide upon a course of action. We considered it very unwise to attempt to run to Lowestoft as the heavy sea made it impossible to pick out any lights and we were afraid of being driven ashore.

The only alternative was to keep her out to sea in deeper water. Suitably clad in heavy weather gear the mate now went up to relieve the helmsman and reported a bright white light on the starboard bow showing every now and then when we were on the crest of a wave. This puzzled us considerably until we finally decided it was a steamer's stern light.

Conditions were now abominable - there was a howling gale blowing which whistled in the rigging and blew the spray flat across the water - sending it in cascades over the helmsman who was wondering whether his oilskins were keeping the water "in" or "out." The moon now being up shone eerily from a perfectly clear sky, showing up the towering seas with their white crested tops - which every minute seemed likely to overwhelm the ship - heeled over as she was at an appalling angle. Under these alarming conditions steering was difficult on account of the violent motion of the ship, which threatened any moment to throw the helmsman out of the cockpit. After lashing himself up to the weather side, he found he was now able to steer with both hands, the line taking the weight of the body and obviating any chance of being washed overboard.

This precaution also added greatly to his sense of security. During the first hour of this we had considered the advisability of heaving-to, but rejected it as she was inclined to carry lee helm, and eventually the sea - although larger - became more regular. The ship was riding the sea magnificently and as very little solid water was coming on board, we decided to leave well alone. We did, however, have the sea-anchor all ready in the cabin in case of emergencies.

While the helmsman was catching hell outside conditions below were far from

pleasant. All the cushions and bedding were wet through as the coach roof was leaking badly and remnants of a partly cooked meal were scattered amongst the bilge water which was coming over the floorboards.

The only way of keeping "over-end" was by sitting in the weather bunk with our feet on the cabin table, and a ground-sheet was necessary to keep the drips from wetting our clothing. Sleep, as may be imagined, was well-nigh impossible. Godfrey, however, managed somehow to produce hot drinks which were most acceptable.

At 1.15 a.m. the mate shouted to be relieved and descended to the cabin with his teeth chattering and an impression of having been outside for at least three hours. A peg of brandy soon put him right. It was now the skipper's turn to face the music which he did until 2.15 a.m., conditions continuing about the same - the barometer still rapidly rising.

He had reason to be glad of his heavy rig and spars which he had steadfastly refused to reduce in spite of the advice of several racing yachtsmen.

In spite of his inexperience Godfrey now took over and soon getting the hang of things gave us a very welcome hour below.

The mate then went on deck again and once the sun was up found conditions quite exhilarating. The great seas sweeping by were a magnificent sight in the brilliant sunshine. One minute sliding down into a great green valley which curved away on either side and the next mounting a foam-flecked monster from the top of which the pale green seas could be seen breaking at a great distance.

Later on, two herring drifters appeared and crossed our bows quite close; they were moving very slowly and shipping a lot of water, which proved the severity of the storm. After three hours the skipper again came on deck and by 8.15, as the sea appeared to be moderating, he put the ship about.

Our log reading showed we had covered 16 miles from Cromer Knoll on a N.N.W. course; allowing four points for lee-way this made our position N.N.E. of this light-vessel. The cook managed to produce a breakfast of soup and cold potatoes at this hour. This was very welcome as we were feeling the effects of exposure and lack of sleep. As the morning wore on the weather gradually improved and by 2.15 p.m. the sea had moderated to such an extent that we were able to shake out the reef and set the jib. Our first concern was to repair sundry lashings which had carried away - notably on the mainsail track slides. The ship was then pumped out and various gear brought out to dry. Not having had a square meal for over 24 hours a goodly repast was now prepared.

The sea had moderated as quickly as it had risen and at 3.15 we sighted a lightship which eventually turned out to be our old friend the Cromer Knoll. Visibility was excellent and it was not until 6 o'clock that we reached it, when the wind again freshened considerably from the old quarter. We were thus faced with a 55-mile beat to the Humber and the possibility of more bad weather. In spite of the rapid rise of the previous night the barometer was still going up. Having had little or no sleep for three days and nights we chose the lesser evil of running for Lowestoft, about 50 miles distant, not a very pleasant prospect as the sea was rising again.

Running under a reefed mains'l soon became too much of a strain on the tired crew so taking it down we set the Genoa only. Under this sail we logged a steady four knots all night although steering was a most trying business owing to the long swell which was soon running. Accurate steering to prevent rolling was well nigh impossible as we were all too tired to see the compass properly and dared not leave the helmsman alone in case he fell asleep.

It was a beautiful evening and the coast at Cromer, which we sighted at 8.30, looked lovely in the evening light. Somehow we managed to steer a course through the Cockle Gateway to Yarmouth Roads, where we were under the lee of the land, and anchored there at 4 a.m. having run 31 miles in ten hours under Genoa jib only.

At last we were able to turn in, but had to be up again at 8 a.m. so as to get into Lowestoft in time for a train home, our vacation having expired. We did not enter the harbour, however, until 12.40 owing to a light wind and foul tide, and left the FAIRWIND there to be rejoined a fortnight later for the voyage home to Brough.

Yachtsmen will remember that the Norwegian 9-ton yacht SKUM foundered in the same locality during that gale, so we felt that our ship had come through the ordeal well. We were later informed by a ship's captain that the wind force had been about "8" by the Beaufort Scale.

J.L.W.

(The above account was kindly extracted by Michael Burn from the Humber Yawl Club Year Book for 1935.)

Q U E S T



(Reproduced from a scraperboard picture by her owner, Miss Kathy Veel.)

Design: Vindilis LOA 25 ft. LWL 20 ft. Beam 7 ft.6 in. Draught 4 ft.
Displacement 3.57 tons Lead keel 1.2 tons.

Although QUEST hails from the Antipodes, the design was built to in England as DILYS between 1934 and 1937 by Lt.Cdr.V.E.B.Nicholson, R.N.(Retd.) with only limited assistance. Built in an orchard she was planked with oak which increased her displacement by almost a ton and, in consequence, was rather slow. Not so QUEST. DILYS' windward performance was said to have been improved by giving her masthead rig but, unfortunately, we have lost touch with her. She is believed to be in either Orkney or Shetland.

MOTION SICKNESS

Hippocrates, "Sailing on the sea proves that motion disorders the body."

Anarcharsis: 6 B.C. divided people into the living, the dead and the seasick.

Motion Sickness is the generic term for the onset of characteristic symptoms associated with travel in any type of moving vehicle and is important because of the sufferer's impaired performance and the possibility of dangerous sequelae. It is of particular importance to the armed and rescue services where personnel may face several hours of violent motion whilst still expected to perform visual and manual tasks. The introduction of space exploration has introduced a new dimension and additional symptoms specific to a weightless environment. About 17% of astronauts, both Soviet and American, develop motion sickness with the new symptoms of hallucinations, flashing lights and image inversion. Some astronauts in order to feel comfortable, need a visual reference in a space vehicle that tells them which is up or down - meaningless concepts in a weightless environment.

The more common symptoms of motion sickness include the following:-

Nausea - unpleasantly called "stomach awareness" today.

Sensitivity to smells - obviously not a time to clean the bilges.

Vomiting - which brings complete relief or only temporarily.

Disinclination for mental work - not always easy to detect.

Weariness - compounded by setting off on Friday night after a hard week's labours.

Salivation, constipation and heavy drowsiness.

Less common symptoms are:-

Physical weakness.

Sweating.

Hunger.

Yawning.

Feeling excessively cold or, less commonly, hot.

Continual vomiting leading to dehydration and electrolyte imbalance.

Inability to vomit causing increasing distress.

Apathy, headache, diarrhoea and sleeplessness.

Motion Sickness can affect any person given the wrong circumstances but is rare below the age of three, reaches a peak between 12-15 years old and slowly declines in incidence thereafter. It is said to be more common in women but not all studies confirm this.

Any theories concerning the aetiology of motion sickness must account for

(a) The symptoms being provoked by visual stimuli alone.

Susceptible individuals can develop motion sickness watching a film of violent movement such as a roller coaster. Surprisingly they are usually unaffected if the film is run backwards. Restricting their head movements also helps.

(b) Adaptation to motion sickness being lost when the nature of the motion changes.

Astronauts who had adapted to weightlessness became seasick when bobbing about in their capsule after splashdown.

(c) Symptoms recurring on returning to a normal environment after adaptation to an atypical one.

Many a crew has felt strange on going ashore for a meal which had nothing

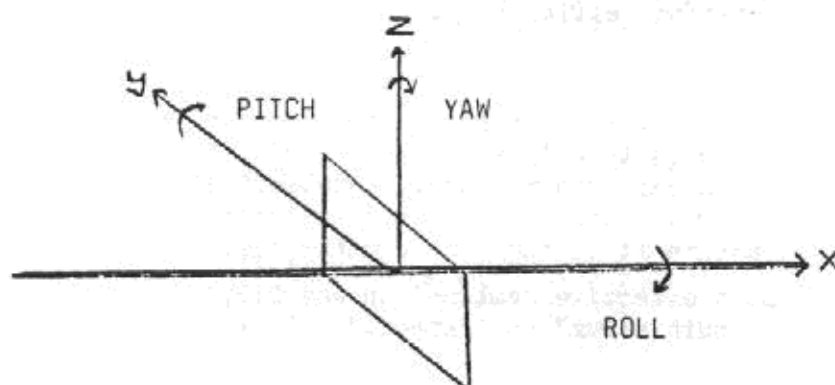
The neural mis-match theory is the most adaptable to known patterns of motion sickness. It suggests that as motion generates patterns of sensory input they are compared with past motion experience and if at a variance with the individual's expectancy or are novel or unlearned, motion sickness may result.

Continued exposure to the stimulus updates the neural information store and adaptation can take place. The neural mis-match is usually between visual signals and those from the inner ear but can arise from within the inner ear itself between the semi-circular canals and the otoliths.

An individual's susceptibility to motion sickness depends, in general terms, upon his/her receptivity or ability to transduce and process sensory stimuli, his/her adaptability or rate at which his/her neural store is updated and his/her retentivity or ability to retain adaption. Receptivity, adaptability and retentivity have no correlation with each other but all influence susceptibility.

As this is a nautical periodical it is perhaps worth looking at some aspects of seasickness. (The word nausea comes from *Naus*, the Greek for ship). There is no doubt that hull design can increase or decrease the incidence of seasickness in a crew but less is known about its influence upon the loss of manual and psychomotor skills, an area of great importance to those who are professionally engaged at sea.

A ship can move in six independent axes: three translational and three rotational.



The most sickmaking motion is in the vertical axis 'Z' with maximum sensitivity at a frequency of 0.17 Hz. The acceleration thresholds for illness are less than those for vomiting. Seasickness incidence correlates best with 'Z' and pitch and worst with 'Y' and roll. Other important factors are the sea state, the direction the vessel encounters the primary swell and, as mentioned, hull design characteristics. Voluntary and involuntary head movements in a moving environment increase the incidence of motion sickness but are difficult to avoid if any sort of sea is running.

The prevention and treatment for motion sickness is far from perfect in spite of a re-awakening of interest and a lot of research rekindled by space exploration. Remedies available can also have problems of their own.

What is on offer today, 1987?

1. General Measures.
2. Altering Visual Stimuli.
3. Drugs.
4. Biofeedback training.
5. Acupuncture and Transcutaneous Nerve Stimulation.

1. General Measures

I have mentioned ship design but once on board, especially in larger ships, it is worth keeping amidships to reduce movement in a vertical plane. Craft of all sorts when faced by an uncomfortable sea should try to avoid steaming for long periods into the primary swell and should slow down to reduce the frequency and linear acceleration of movements generated. Seeking well ventilated, peaceful surroundings is good advice but virtually impossible to find.

More than two measures of alcohol is associated with an increased incidence of motion sickness and should be avoided. So too should tobacco smoke, including other people's. A good lungful of Capstan Extra Strong or Irish Twist from your companion's pipe may convert you from 'mildly green and coping' to 'leaning over the rail and a reappraisal of your future.'

Food is an individual choice. Some benefit from eating little and often, others are better eating nothing. Once vomiting starts it is important to drink water or fruit juice to make up the fluid loss.

Some people should never go to sea!

2. Altering Visual Stimuli

I have already said that visual stimuli alone can precipitate motion sickness in the susceptible. When heaving about in daylight, looking at the horizon reduces the visual neural mis-match to a minimum but this is not possible in the dark or fog. Going below to get your head down may make the mis-match worse. The problem is acute in modern warships with V.D.U. operators in confined spaces, unable to perform efficiently.

3. Drugs

Drugs have been the mainstay of prevention and treatment of motion sickness but no drug or drug combination is totally effective. All the drugs in use have side effects, some of which can impair visual, intellectual and skilled manual performance. Before using any drugs to control vomiting it is essential to know the cause and not assume it is the most obvious one.

In space research the most effective combination was Scopolamine and Amphetamine, a mixture of the 'truth serum' and 'speed.' This is not suitable for general use.

Scopolamine alone is still the most effective drug for the prevention and treatment of motion sickness. Scopolamine is Hyoscine hydrobromide and acts on the vomiting centre in the medulla and the C.T.Z. It should never be used if a person suffers from glaucoma and with caution in the elderly or those with severe heart disease or a tendency towards urinary retention. Its side effects are drowsiness, blurred vision, dry mouth, dizziness and urinary retention. I well remember a doctor on a night crossing of the Channel by yacht requiring catheterisation as urinary retention became a more acute problem than his seasickness. The dose of Scopolamine is 0.3-0.6 mg by mouth and should be started at least two hours before the onset of expected motion and probably better about 8 hours before. Recently Scopolamine skin patch has been introduced consisting of a multi-layered disc 2.5 sq cm with a drug reservoir of 1.5 mg Scopolamine and a polypropylene rate limiting membrane. The disc is stuck on the hairless skin behind the ear and allows transdermal absorption of the drug at 10 µg/hour over 72 hours. It is at its most effective in the first 24 hours. Should you use these, wash your hands carefully after applying one, before touching your eyes or contact lenses or you could develop an acute and prolonged, fixed dilatation of your pupils making it impossible for you to focus. You would take no further interest in chart work, buoyage or compass reading.

Antihistamines are the main group of drugs used in motion sickness and although less effective than Scopolamine they are usually better tolerated.

Cinnarizine (STUGERON) 15-30 mg 3 x day

Cyclizine (VALOID) 50 mg 3 x day

Dimenhydrinate (DRAMAMINE) 50-100 mg 3 x day

Mepyramine malcate (ANTHISAN) 100 mg 3 x day

Promethazine HCL (PHENERGAN) 25-75 mg 3 x day.

All antihistamines act on the vomiting centre and C.T.Z. in the brain and it is difficult to recommend one more than another except on the basis of duration of action and the incidence of side effects. These side effects are drowsiness, headache, dry mouth, blurred vision and occasionally excitation. Phenergan and Dramamine are the most sedative. Stugeron is the one I would choose first as it is less sedative and also it acts in addition upon the inner ear itself as a calcium antagonist. Motion stimulates movement of the endolymph in the semi-circular canals of the inner ear causing an influx of calcium ions into the ampulla triggering a stimulus to the C.T.Z.

All antihistamines can interfere with one's ability to operate machinery.

4. Biofeedback training

This is a system of psychoprophylaxis introduced to help trainee aircrew to overcome airsickness and has had an excellent 15% failure rate. Many of its techniques can be applied to other forms of motion sickness and its main elements are:

Deep muscle relaxation

Contraction and slow relaxation

Diaphragmatic breathing

Self initiated relaxation responses

Relaxing Mental Imagery

"You do not get cold and clammy if you keep warm and dry."

Part of biofeedback training and autonomic control.

Systematic desensitisation

This can be sights, sounds and smells as well as the motion itself. Anticipation based upon past experience can be nauseating in itself. Compare this with stage fright or the 'needle' before an important sporting fixture.

Psychotherapeutic intervention

This involves the help of trained staff who would not normally be available to weekend yachtsmen.

5. Acupuncture and T.E.N.S.

The so-called "seasick strap" worn on both wrists so that they press on pressure points above the wrist are on the market. There has been no published research on their success or failure. The same applies to Transcutaneous Nerve Stimulation. Both acupuncture and T.E.N.S. release naturally occurring opiates in the body called endorphins. An opiate blocker such as Naloxone also blocks endorphine and experimentally has increased the incidence of motion sickness when used on trial subjects. If nothing else acupuncture and T.E.N.S. may help the user to adopt a more positive mental attitude.

Susceptible individuals should prepare themselves properly before subjecting themselves to unwelcome motion. Skippers should look out for the interests of their crews and if necessary change plans. All of us can become motion sick in time.

R A M A II

5 Tons

(LOA 23.6 ft. LWL 20 ft. Beam 8 ft. Draught 2.75 ft. Displacement 3.35 tons.
Iron keel, 18 cwt.)



Mainsail 250, Jib 65; total 315 sq. ft.

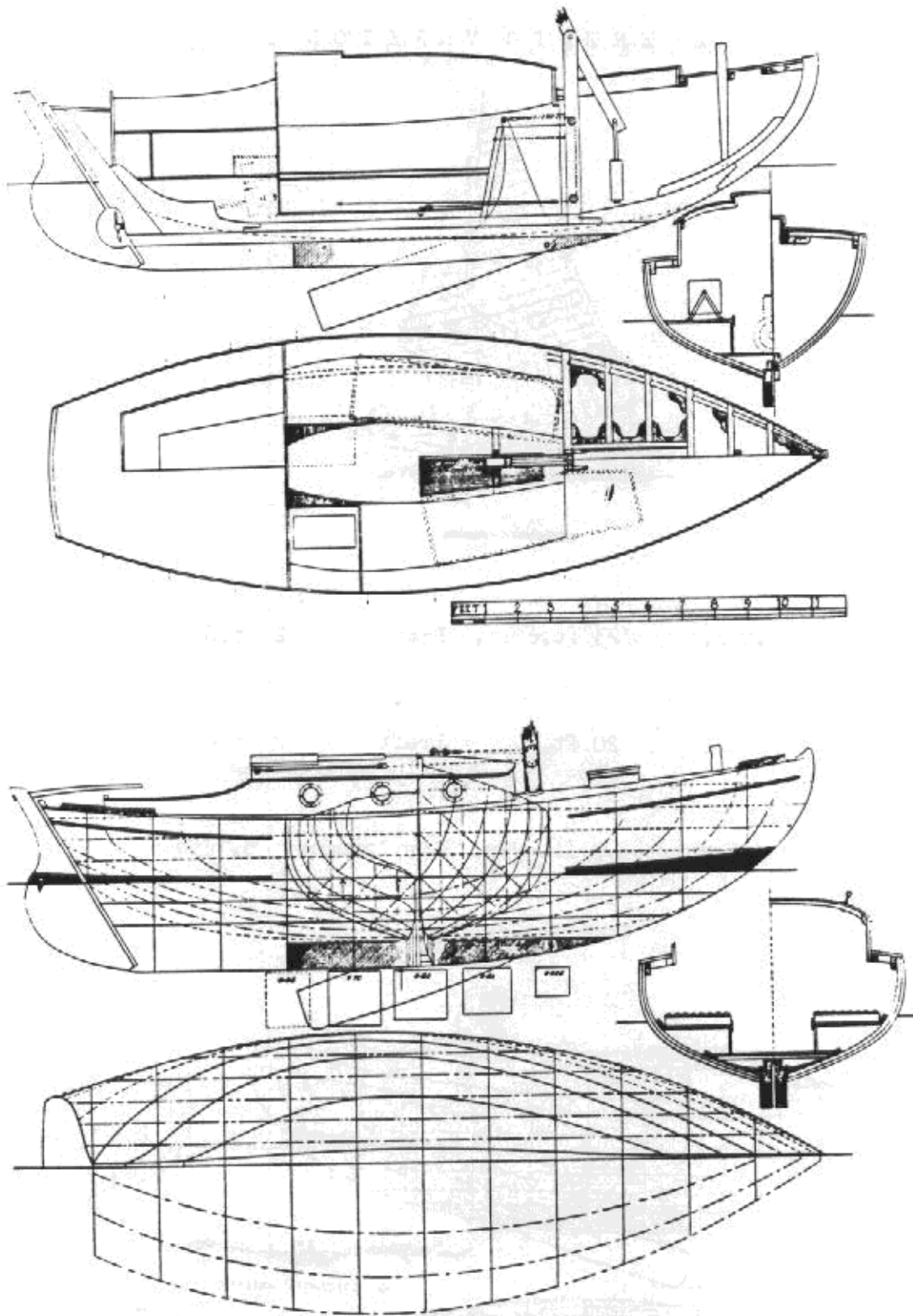
"1932

This design of a little shoal-draught cruiser by Dr. T. Harrison Butler will doubtless appeal to a number of our readers whose ideas run on a small cruiser for ditch-crawling and day-sailing. RAMA II, as the boat is called, was built last year*by A.V.Robertson, of Woodbridge, Suffolk, for Mr.William Duffield, who wished to use her on the upper reaches of the Trent, on the Norfolk Broads and, in reasonable weather, in the Thames Estuary. A fixed draught of less than 3 ft. was therefore decided upon.

There is always a strong family likeness in all Dr.Butler's boats, whatever their size, and it is not unreasonable to recognize SOLITAIRE (pains to be published in a future issue of the Newsletter), whose plans were published in our (Y.M.) July, 1930, number, as the design on which RAMA II was based. As the designer states: "She (RAMA II) was actually adapted from this design. Cutting down the draught in this drastic fashion from 4 ft. automatically drew out the ends and reduced the displacement." The result of this adaptation of one set of lines to another can be seen in the lines plan on the next page. With her good freeboard and powerful sections, RAMA II is a stiff and able little ship, and as there are no reverse curves in the garboards, except at the stern, the keel and deadwood are most effective in producing lateral resistance when the boat is close-hauled, with the result that the proposed centreboard shown has so far not been needed.

Referring to this centreboard, Dr.Butler writes: "The Lines Drawing shows my own idea of the best arrangement of the centreboard, the well-known L-form adopted ny Albert Strange and George Holmes, with the top of the L coming out through the cabin-top. Mr.Duffield preferred that the centre-board should not come through the cabin-top, so the design was modified as shown in the construction and cabin plan."

At first the rig was to have been Bermudian sloop, but as the mast had to lower, a shorter spar was essential and the gunter lug rig shown was adopted, with a "lazy jack" on the topping lifts. By means of the well-cambered cabin-top, about 4 ft.9 in. headroom is obtained in the cabin amidships,



RAMA II

A 5-ton shoal draught cruiser by Dr. T. Harrison Butler.

I inspected RAMA II last summer. She is laid-up ashore at Bradwell Marina, Essex and has been for some time. She is FOR SALE. Over the years the rig has been altered to Bermudian (as was originally intended) and the keel has been lowered about 9 ins. and the centre-plate slot filled in. Her hull appears to be sound and is strongly constructed but, unfortunately, she shows positive signs of "vandal"-style ownership in past years. Apart from the gifted few she is definitely a yard job, and Robertsons of Woodbridge have showed interest in rebuilding her if she can be bought at a low enough price. Ed.

THE METACENTRIC VERSION OF RAMA II

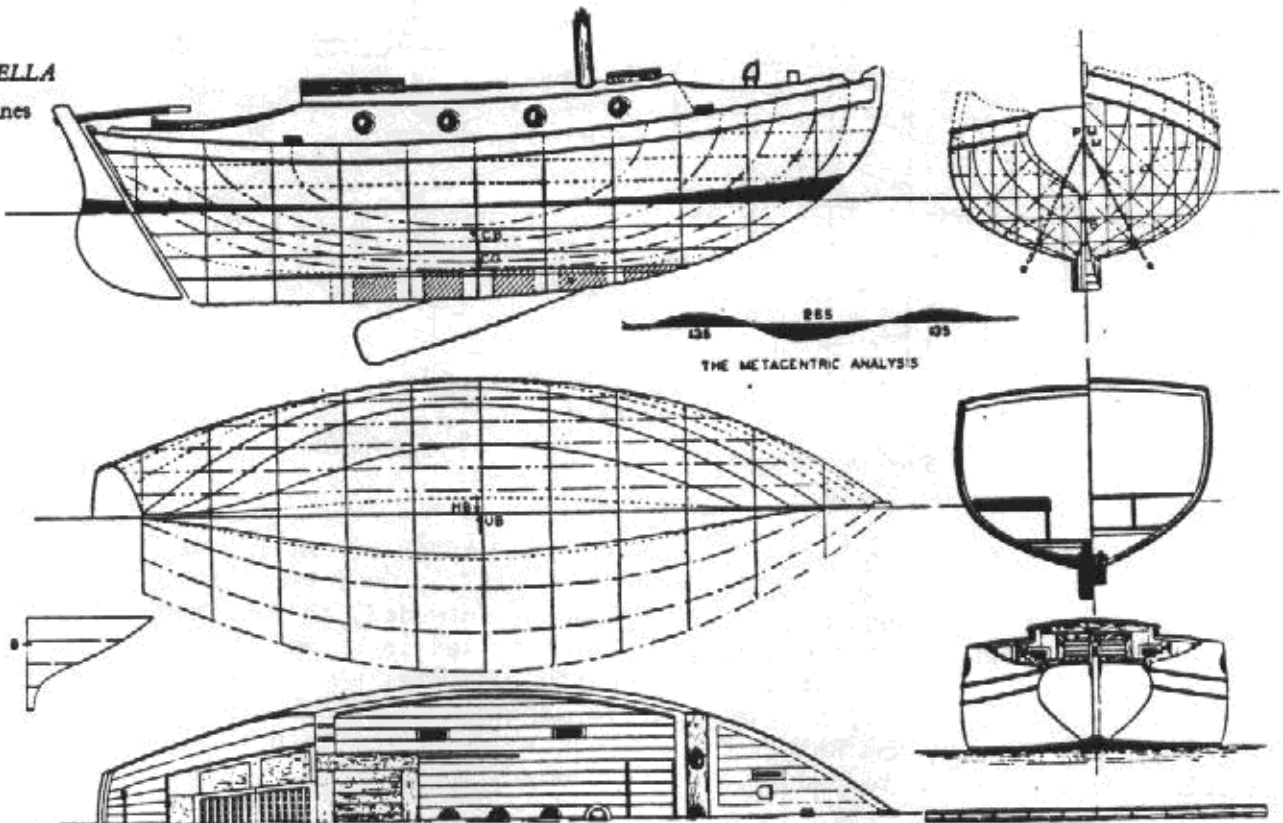


L.O.A. 23 ft.6 in. Draft 2 ft.8 in.

L.W.L. 20 ft. Draft 4 ft.6 in.
with centre-board

Beam 7 ft.6 in. Displacement 3.1 tons

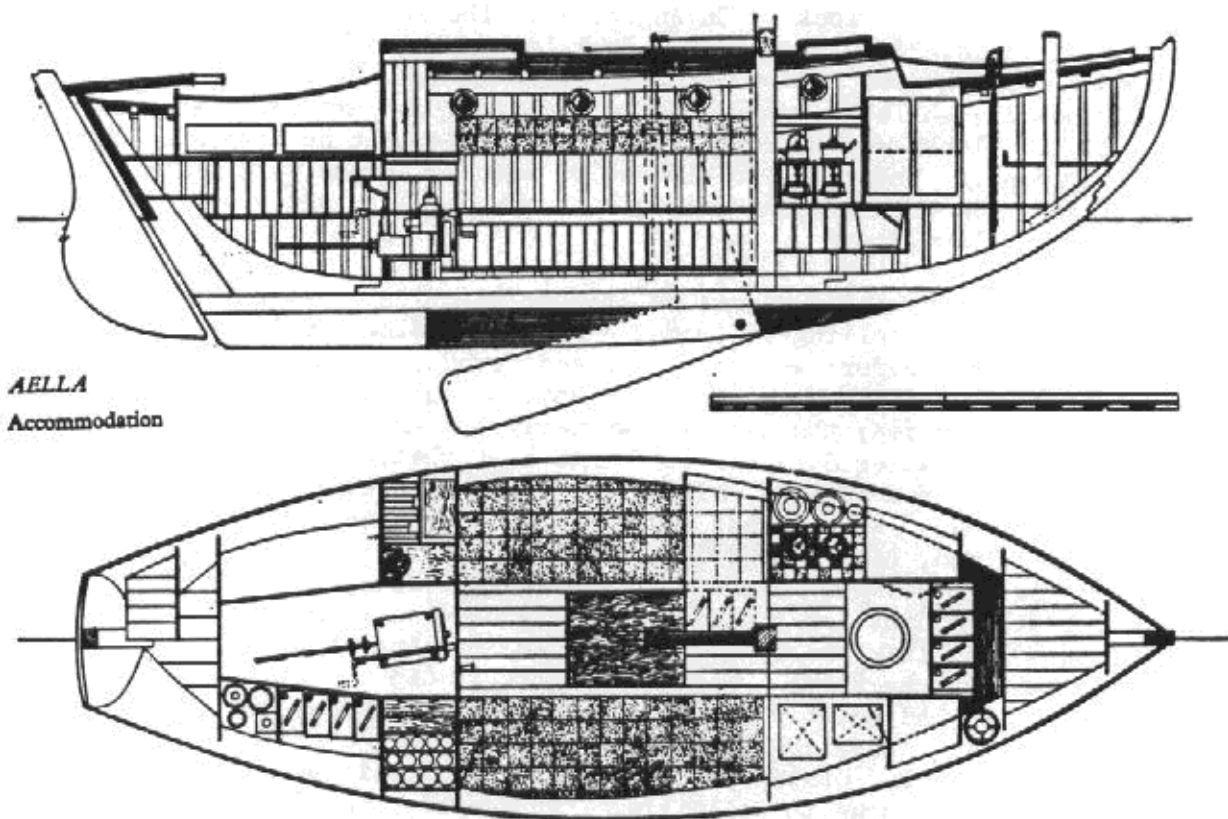
AELLA
Lines



I was asked by a Midland yachtsman to design him a yacht suitable for cruising on the Trent. The draught had to be kept low, and after some discussion, he wanting less and I more draught, we decided upon 2 ft. 8in. The yacht was built at Woodbridge and called RAMA II. Unfortunately her owner decided to dispense with her centre-board, so I have no knowledge of how she would have behaved with a board. In any case he was well satisfied with her, and said that she went to windward quite well. I thought she was a very nice boat in those distant days, but now I know that she has a crossed shelf and is capable of improvement.

When the Editor of THE YACHTSMAN discussed with me a suitable subject for his next designing competition, I suggested that RAMA II might be a good type, and she was adopted. When I was asked to be one of the judges I thought that I would bring RAMA II up to date, and AELLA is the result. AELLA is the poetic form of thuella, the Greek for a storm, especially of the whirlwind type.

Cruising Yachts - Design and Performance
Third Edition - 1958.



AELLA
Accommodation

Substituting the gunter for a Bermudian, the alteration in rig is similar to that in ELGRIS (described on another page) except that AELLA has a slightly lower aspect ratio.

In concept she is not dissimilar to Alan Platt's FINESSÉ 24 but with a finer run (and much narrower transom) and no doubt better sailing performance. I understand that AELLA could be built for about the same price (currently £13950) inclusive of diesel engine and VAT, but in clinker construction with the purchaser paying the additional cost of lofting and preparation of moulds.

It was unfortunate that THB died only a few years before this type of boat began to take off as standardised yard productions suitable for family sailing in shallow waters.

Ed.

RETURN FROM LA ROCHELLE

By

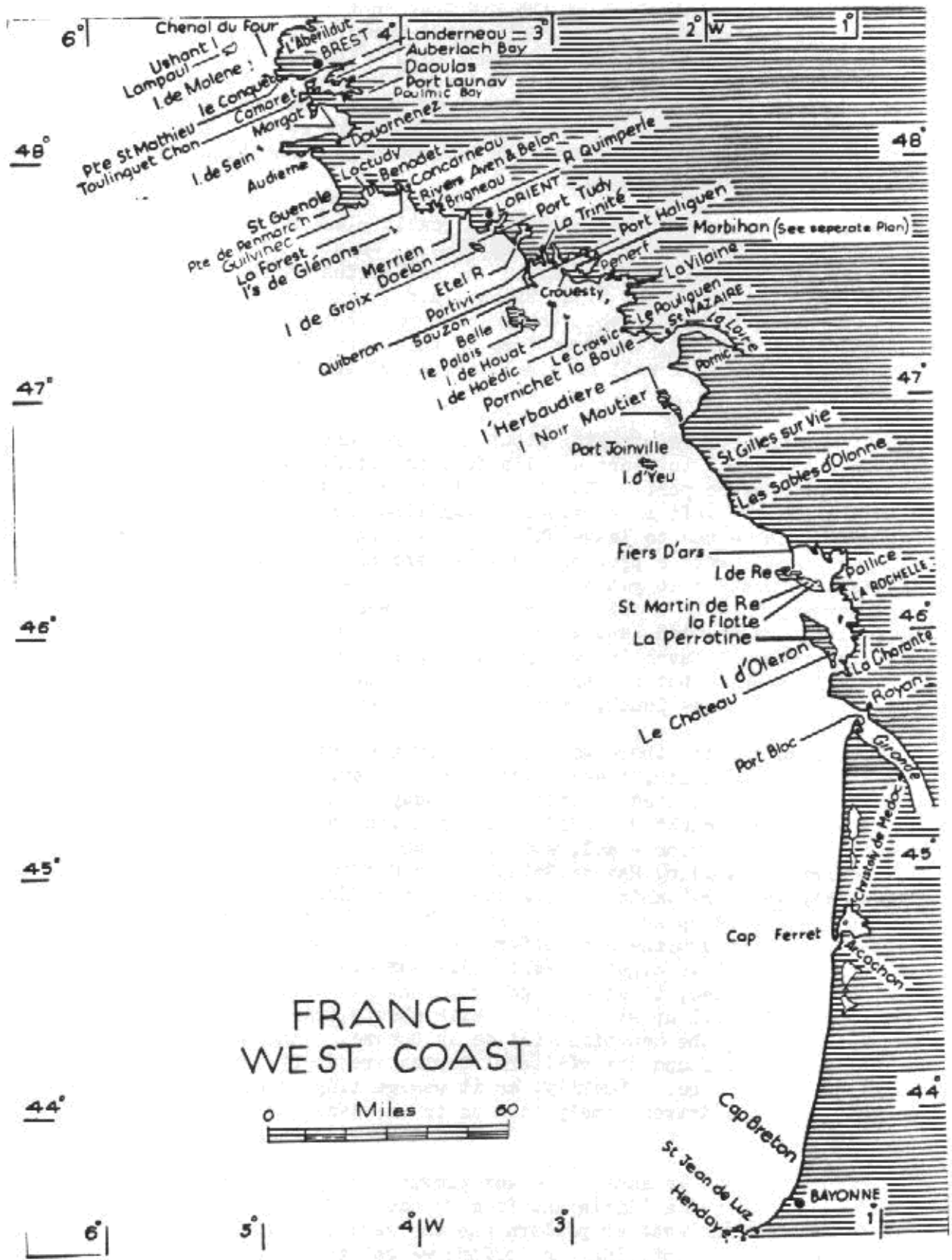
Désirée Campbell

As the combined ages of DAVINKA and her co-owners now add up to 200 years, we felt it would perhaps be sensible to return to our home port, Torpoint, this year. DAVINKA had wintered well in Marans in spite of being iced up in January, a very unusual occurrence. After a successful refit in May, and an unusual cruise in June - Pentecost was ushered in with a "rushing mighty wind" forewarned by a fall in the barometer of ten points in five hours - we came home to welcome our new granddaughter from Australia.

In mid-August we rejoined with the help of the French Railways' Carnet Vermeille (French Railcard), arriving on the 18th. We were anxious to get north as quickly as possible as we had another deadline in early September. So the following day, after paying F.F.1200 for the last month's stay, the first time this has ever been implemented, we stored up, said goodbye to our good friends Maurice and Mugette, and then motored down to the end of the canal for a quiet, cool night, and a good meal at Les Suenes, near the lock. On August 20th the lock was due to open at 1430, but the log reads, "1630 cleared the Bray Lock"; this immense delay was caused by a small wooden open boat whose crew could be seen paddling furiously with the floor-boards, while the outboard trailed uselessly astern. They arrived panting while the lock-keeper indicated that he would wait no longer as the tide was falling fast. There was no wind so we motored across to St. Martin de Ré where we picked up a buoy off the entrance to the harbour, and spent a lovely evening swimming and lounging.

Another day of light variable winds; by 1330 we were just west of Bougenay, with large thunder clouds rolling in from the sea portending a wet afternoon. As we had not been there before we turned in, and found it a pleasant and friendly place, better than Sable-d'Olonne. The next day, August 23rd, we came out of the harbour into a lumpy sea; the wind was westerly but gradually veered to N.W. At 1600 we were still 5 miles S.E. of the Pointe de Corbeaux on the southern end of Ile d'Yeu, so we motored to Port Joinville in order to get into the new basin before the gates closed. We had tied up by 1730 and were soon ashore to track down our very old friend, Rennie Gaborie. His wife was "sur le continent", but we spent a very pleasant evening sampling his excellent wine, sustained with his cheese and our bread, bought for breakfast! Returning on board, we were told by the inside boat that they wished to leave in the morning at 0600, so we turned in expecting to be woken by them. Instead we woke at 0630 to find we were alongside the wall and they had quietly slipped out. The wind, too, had freed, so we decided to follow them. Outside the harbour we were again confronted with a lumpy sea and the sky looked distinctly "orangeuse." We set up the Hasler self-steering and then set a course to Belle Ile. It seemed prudent also to set up the inner forestay and bend on the stays'l. This was done as a combined operation, but should have been done in harbour had we not had such a spontaneous start. It turned into a rather unpleasant day of wind shifts, both in strength and direction, and showers, which necessitated more sail changing than we were used to. At 1500 we were glad to see the southern end of Belle Isle, fine on the port bow. The wind fell light and we turned on the engine which encouraged it to come in from the S.E. and we bowled along. By 1830 torrential rain obliterated both the land and the wind, and we resorted to the engine again. It was not until 2030 that we finally dropped the hook outside the outer harbour at Sauson. A long day for two OAPs.

August 24th. A glorious blue sky after a rather rolly night, and definitely a strong N.N.W. wind blowing outside, so we easily talked ourselves into a shore day, and shifted on to a buoy further in. We were delighted to be joined by BAROQUE with whom we exchanged visits. On going ashore we were able to examine the new mooring arrangements in the harbour. These are now bow and stern buoys; no-one was using the jetty that submerges at high water.



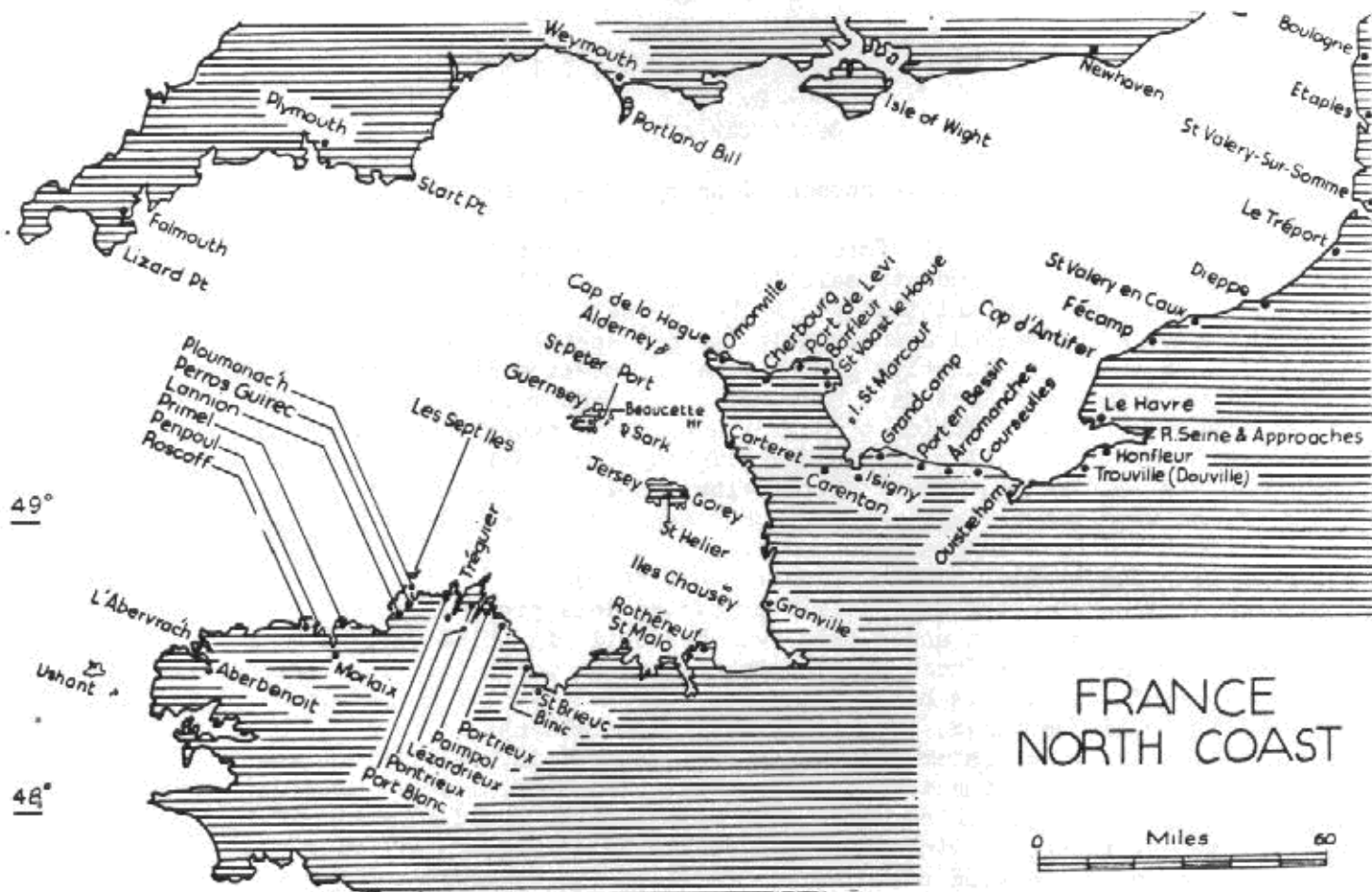
The following day the wind had moderated and backed a little, so from the harbour entrance we were able to lay a reasonable course to Lorient, only having to use the engine to get us round the Pointe de Grave buoy. At 1750 we picked up a buoy off the Citadel at Port Louis. These buoys are, we have since discovered, private moorings for the equivalent of the R.N.S.A. in the French Navy. There was another British yacht moored there, unoccupied but flying an R.N.S.A. burgee, but we have heard of other members being turned off. This did not happen to us; in fact the next day when the picket-boat came round we hailed them and asked them where we could get water, and they very kindly offered to take us ashore and to bring us back when we had done our shopping and filled the cans. They did not, however, recommend getting in touch with the Lieutenant who was in charge, which Boyd out of politeness suggested doing.

August 27th. We pressed on north again, a really pleasant day's sailing at last, with the wind on the beam and warm sunshine. We even managed to catch some mackerel. At 1740 we were tied up in the new Marina on the St. Marine side of the Odet river, just under the pink Chateau, and were immediately boarded by admiring and welcoming French. When they discovered that we came from Torpoint, recently twinned with Benodet, the Commodore of the Yacht Club kindly asked us on to his boat and put through a call on his V.H.F. to Hervey Cotelin for us to arrange a rendezvous.

The weather men now started talking about high pressure and easterly winds, so it seemed a good moment to store up with fuel and food, in case it was inconvenient to call at another port. So after a large shop at Codec, very convenient from the Marina, we left in a rather undignified way. In order to catch the tide at Penmarch we had to leave while the tide was still running strongly through the pontoons. With a prop on the starboard side we do not go astern very easily, and we managed to get carried across the next pontoon before getting fully under way. Only a slight loss of paint was incurred. It was summer at last, therefore no wind, and we motored until we were round Penmarch and met a northerly breeze. Never in twenty-five years of sailing on the Brittany coast have we met anything but a dead-noser after Penmarch. Close-hauled we managed to lay the Pointe de Souch, from where we motored into St. Evette.

On Saturday, August 29th, there were several British waiting to catch the tide through the Raz and head north, the skipper of one of them came across and told us that the weather was expected to break on Tuesday. He was going straight home to Mevagissey; we thought we would do the same, with Falmouth in view. The procession started at noon - all, even the French under power - and were received by a benign and smiling Raz de Sein. Very different from the last time we passed that way when, returning in Brittany Ferries from Santander, it was F.11. Halfway across the Iroise we got the wind from the north and we did not think we would be able to get through the Fore before the tide turned, so they committee of management agreed that we might as well enjoy ourselves, and have a pleasant sail back to Morgat. Also, if we were going to have to motor all the way home it would be prudent to fill up with fuel. With sheets freed, we bore away and were soon coasting along the beautiful Cap de la Chevre. In the Marina, which we don't usually use, we found the visitors' berths are about as far from the town as they can possibly be. Luckily, as it was getting late, we were offered a lift in a van, and the driver kindly took us to the Avel Mor Creperie where we got an excellent meal.

Although it was Sunday, we managed to get provisions by 0900, and were soon away. The wind had veered a little and from Cap de la Chevre we were able to lay the Parquette, but the weather pattern was the same and by the time we reached St. Mathieu we were motoring, and before we got to the Valbelle a brisk north-easter was kicking up a confused sea over the tide. By 1900 we were clear of the Four. The shipping forecast had given us N.E. Force 3/4, veering E. Force 3/4, which was encouraging, although we estimated it to be more like Force 4/5. We reefed the main and set the stays'l; this time all was ready and we set course for Falmouth which we could just about lay. The visibility was 1½ to 2 miles. We did not keep our usual watch system as it needed two pairs of eyes to look out for the steamers. During the night the wind gradually



increased and veered slightly to the east. At 0530 French Time, so it was still dark, we took two more rolls in the main, took avoiding action for a steamer, then found that for some inexplicable reason the log-line had got itself not only round the self-steering blade but round the prop on the starboard side as well. This entailed unlashng the boathook form the foredeck and Boyd hanging over the side until he managed to get it clear.

Monday, August 31st - Boyd's birthday - dawned bleakly, with hazy sunshine and no let-up in the wind or the visibility, so by 1011 we were hove-to on the port tack and out of the shipping lane, we hoped. DAVINKA has a very easy motion when hove-to and we were both able to get some sleep and a hot meal while the wind reached gale force. During the afternoon watch I was encouraged by the sight of two large sailing vessels going south. They looked like the BELLE POULE abd the MUTIN; we later confirmed that they were. When Boyd came on watch the wind had moderated, so we took R.D.F. bearings on the Lizard, Penlee and a rather weak Vierge; this put us about 30 miles south-east of the Lizard. At 1600 we let draw and came on to the course for Falmouth once more. We picked up the first lighted buoy at 2130 and identified it as the eastern Radar buoy, followed shortly by St. Anthony light; a satisfactory landfall after all the ups and downs.

We found our way to St. Mawes and crept in towards Amsterdam Point where, with the hook safely embedded in the Dutchy fundas once more, we at last celebrated Boyd's 75th and DAVINKA's 50th birthdays. We also drank to Blondie Hasler and the self-steering gear which, except when we were hove-to, had steered us all the way; but not to the log, which had misbehaved three times.

We woke in a flat calm! to be hailed by one of the British yachts we had met in St. Evette; they were returning from Spain and confirmed our estimation of the wind strengths. We had just got it wrong; one day earlier and we would have motored all the way; one day later and we would have had a moderate westerly. We cleared Customs by V.H.F., visited friends in Mylor and Helford, returning to our home port, Torpoint, via Cawsand Bay with a really good down-wind sail, followed by an up-harbour night when it was blowing too hard to go ashore.

H E A V Y W E A T H E R S A I L I N G

By
Geoff Taylor

Regarding heaving-to, &c. as commented on by CORA. My experience with WATERMAIDEN is as follows.

As a wind increased to gale force I progressively shortened sail until I was under double-reefed main and staysail (of about 75 sq.ft.) Further increase (in wind strength) usually meant taking off the staysail as, while forging ahead even slowly, the pounding seemed unacceptable (to me) whereupon, with the main sheeted in, she would sit there quietly, probably making massive leeway, but shipping little or no water. Like this I have sat out a head gale for nearly three days, in remarkable comfort. Motion through the water is about at right-angles to the wind direction. The tiller was lashed slightly down, using plenty of shock-cord. This point is critical to my way of thinking, as I have often seen a sea slam into the side and move the tiller several inches against the shock-cord. Think of the strains if it had been lashed down solid! I have met at least one yacht whose steering gear was broken, possibly due to this happening.

A gale arising when the wind is aft presented less problem, since with following winds I invariably run under some twin headsail rig poled out, with the mainsail furled. Sail is reduced by dropping first one poled jib, then the other, when the boomed staysail is hoisted and its pole held well forward with a preventer. As the wind increased, a reef was put in the staysail (I had two sets of reef points in it), and later the second reef was put in, if I felt I was running too fast and hanging on the tops of the waves. Finally, I would drop and furl the boomed staysail and run on under bare poles, which would slow her down enough for safety. With enough wind she would easily do 4½ kts. under Aries self-steering, but once the wind began to ease sail had to be re-set. One is always tardy to re-set sail I find.

Regarding down-wind sailing, i.e. the Trades, I advocate twin headsails and two poles. If possible, four sails are a good investment. Two large light sails of equal size (I have evn used spinnaker cloth successfully - it is unbelievably strong), and two smaller heavier sails for winds up to 5 or 6. Keeping the main furled prevents chafe on gear. Rolling exists down-wind with any rig, so we must just live with it. The twin-poled headsails give good ballance, freedom from gybing, and help the self-steering to do its job.

In the gale of June 20th 1985 off the Scillies, I was able to reach across huge seas under staysail only partially sheeted in - making 1½ to 2 kts. The seas were long but regular. The wind was "8", possibly more, and I needed to sail across the seas to avoid the Scillies which were dead downwind.

I think the moral is to try any possible combination to achieve the required end, but not to be too hesitant about getting out on deck to put up or take down sails. Knowing your vessel intimately by day or night is invaluable. The whole business sounds pretty awesome, read by the fireside, but can be very rewarding when carried out successfully at sea.

* * * * *

Apart from WATERMAIDEN's ability to heave-to under mainsail alone the most interesting feature to emerge from Geoff's notes is his reference to a reefing staysail* which, with the introduction of modern headsail systems, seems to have gone out of fashion. It is much easier to reef a staysail than to change to a smaller sail. To what extent roller-reefing headsails can be trusted in really heavy off-shore conditions must, surely, be a matter of conjecture.

On other pages it is also interesting to note the effect of the gales experienced by FAIRWIND and DAVINKA in 1935 and 1987 respectively. Built to the same Bogle design within a year or two of each other, the former was a brand new yacht with a young crew who ended up safe but exhausted, and the latter 50 years old crewed by two Senior Citizens who are almost dismissive of their own recent experience. Such is progress in gear and equipment, not to mention 25 years cruising experience in the same boat.

* point reefing

The Editor.

E L G R I S

In the Summer issue I promised that I would report further regarding the 3.7 tons T.M. auxiliary Bermudian sloop, ELGRIS. It was last summer that I spotted a "For Sale" advert in Practical Boatowner. Perhaps it was Divine guidance but I cannot say why the advert caught my attention in particular. It may have been the 21 feet (which in the smaller boats is a recurring HB length) combined with the builder, C.H.Fox & Son of Ipswich, because I knew that DAVINKA had been built at that yard.

Anyway, I telephoned the advertiser, Peter Jones (who has since become a member of the Association), and he knew nothing of any HB connection although he recalled being asked by a lady at Portsmouth Hardway whether his boat was so designated. He told me that the name of the boat was ZOE but believed that she had once had another, known to the previous owner. He made the necessary enquiry and confirmed that the former name was ELGRIS, which his predecessor did not like. It is indeed a curious name but I was told by a Suffolk man that it was an edible form of grass growing on the tide-line, similar to samphire. I concluded from this information that it was probably a corruption of eel-grass. As a yacht, the name rang a bell but for some time I could not recall why. Then I remembered the list, which used to be sent out with the Newsletter, of boats needing to be reported to the President as and when located. Sure enough, there she was, ELGRIS - C.H.Fox & Son, 1933.

Her name must have been culled by Joan from Lloyd's Register because I soon found her in the 1935 issue, owned by (and no doubt built for) Guy L.Reynolds of The Hatch, Aldeburgh, Suffolk. Curiously enough, there no longer appears to be a house of that name in Aldeburgh. A telephone call to Lloyd's Register confirmed that she had also been listed in 1934, the year after she was built, designer Dr.T.Harrison Butler. A letter to the East Anglian Daily Times brought an early morning 'phone call from the daughter of her second owner who used to keep her at Pin Mill. The family still have a photograph of ELGRIS under her original rig but have not yet been able to get it to me.

Peter Jones kindly loaned me some photographs and the next step was referral to Joan. ELGRIS' topsides were painted black, not the best of colours through which to judge a boat's lines and at first Joan was puzzled by the boat's lack of sheer until she remembered that her father's early designs did have this characteristic. She was also able to confirm that ELGRIS appeared in Imray's List of Yachts, a rival publication to Lloyd's.

We then had to decide which design. At first I thought she was a Tabloid, the same as CHLOE, but could not resolve the fact that her ballast keel did not run right through to the sternpost, which is a feature of Tabloid, as in the Z 4-tonners.

At that time I was in the course of preparing the Summer Newsletter and it was then that the penny dropped! On pp. 4-8 you will have read about Tabloid, then moving on to the design which won the Yachting Monthly Competition, held during the winter of 1928/9, for a cruiser of 18ft. L.W.L. This design, which was judged by the readers, won the competition. Whether they were influenced by the complimentary remarks of Herbert Reiach (Founder/Editor of Y.M.) when the design had been published some 8 years earlier as Tabloid, one cannot say. Anyway, I called her "Competition Tabloid" but found out later that THB called her simply "No.16."-the order number in which the competition entries were published. Apart from Bermudian rig to replace gaff, and the draught being reduced by 3 inches, the two designs are identical. However, the drawings of "No.16" show alternative ballast keels for lead and iron and the iron keel is exactly the same as in ELGRIS. I had cracked it!

Then Joan made an interesting discovery: her father's diary recorded that one boat had been built to the Tabloid design, i.e. CHLOE, and three to "No.16."

But it was also a matter of record that, besides CHLOE, a Tabloid had been built in Western Australia and possibly one other as well. It seemed, therefore, that there was no alternative but to conclude that HB had got the two designs the wrong way round in his diary entry and that, in fact, there was only one "No.16", i.e. ELGRIS, and the rest were Tabloids. (Joan, I hope I have remembered this correctly but I am sure you will let us know if I haven't!)

ELGRIS was built in good quality materials but she was not expensively built. Her bottom planking is in elm, miraculously still in good condition, likewise keel and deadwood. The topsides puzzled me because they were said to be larch yet had the appearance more of Columbian or Oregon pine. A telephone call to Bob Fox, grandson of her builder, revealed the possibility that it is "Memel", a particularly good species of East European larch, named after the Baltic port through which it was shipped.

During the last 13 years a great deal of time and work has gone into ELGRIS. Amongst other things, every steamed timber from amidships aft has been renewed, in diligently sought Canadian Rock Elm. She now has a teak on ply laid deck. This work was carried out by a Portsmouth woodwork master. When he bought the boat he told me she was in a wretched state, painted bright yellow inside and out and with a hole in her side. He only bought her because he liked her shape. She is no longer in a wretched state and will soon be better still. In the absence of any other "No.16" she has to be unique.

The original "No.16" rig (low aspect Bermudian with a bowsprit) was discarded some years ago. About 2 feet was scarphed into her mast and her rig is now not unlike a Folkboat, or perhaps I should say a Prima! Although a stemhead sloop she still has the original gammon iron fitting at the stem to take a bowsprit. As this offends my tidy mind (yet am loath to discard the fitting) - there, I've given it away and I was trying so hard to keep it until the end - it seems that the appropriate thing to do is ship a small bowsprit and rig an outer forestay for occasional large headsail use, i.e. the "slutter" rig à la DAVINKA.

Talking of DAVINKA, I thought at first that ELGRIS might be a smaller version of Bogle but, in fact, she is a miniature Yonne but without Yonne's pretty sheer. To be absolutely correct, and to quote THB, Yonne "is practically an enlargement of the design which won the competition held by the Yachting Monthly for a yacht of 18ft. on the L.W.L." For interest's sake I compared the two sets of lines and that is indeed so.

Well, of course, you must have guessed it by now - ELGRIS is no longer for sale as she belongs to.....

The Editor!

C L A S S I C B O A T

The January issue is OUT. It seems to go from strength to strength. This time there is a questionnaire and I hope all readers will take the trouble to complete it.

I don't suppose too many overseas members know about it yet. The cost is £2.00 and although it started off quarterly, as from January it will be published every two months. The Editorial Office is in Falmouth, Cornwall but if anyone wishes to purchase a specimen copy, or become a regular subscriber, they should contact Benn Consumer Publications Ltd., Schweppes House, Grosvenor Road, St.Albans, Herts. AL1 3ER, England.

