

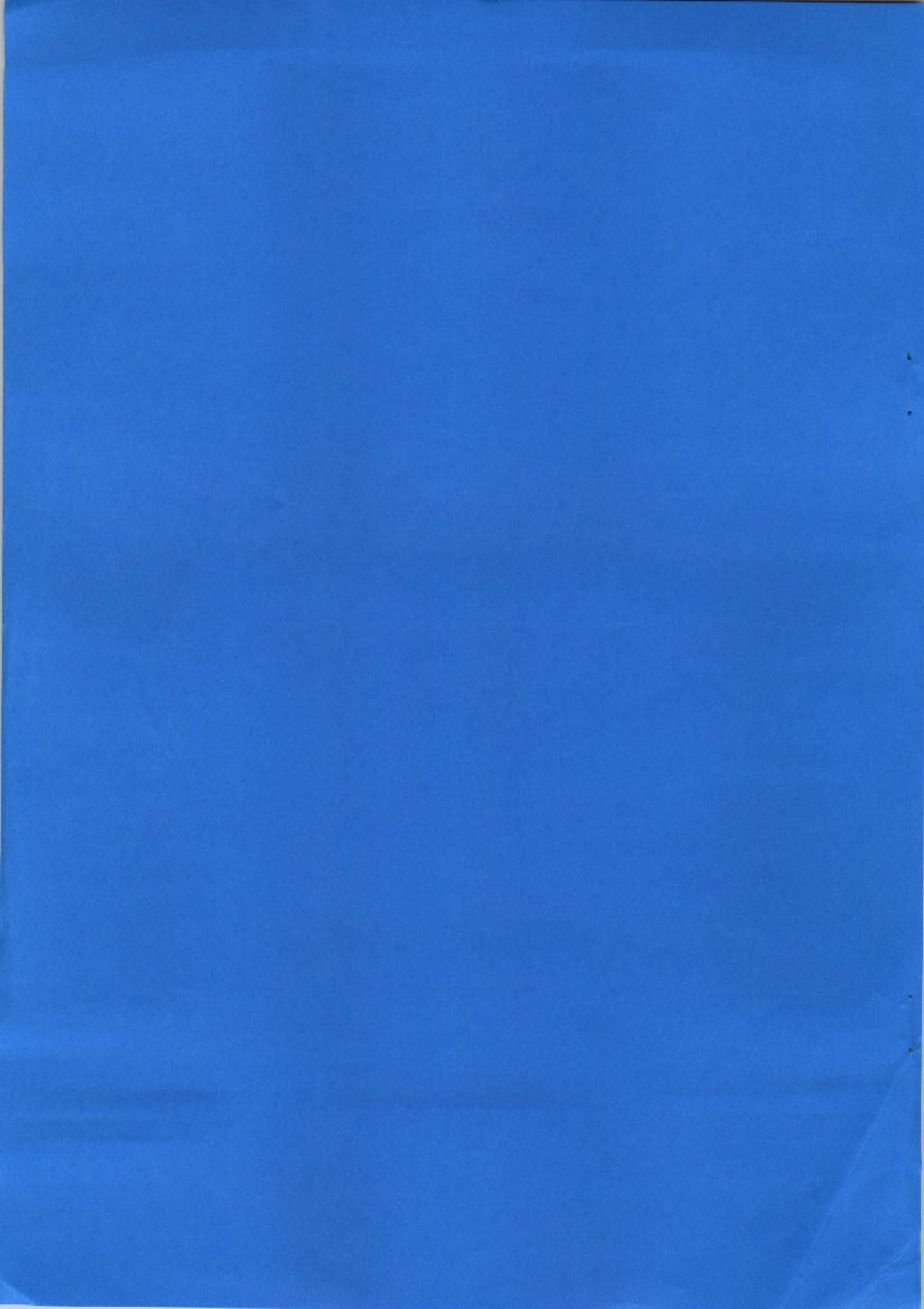


THE **H**ARRISON **B**UTLER **A**SSOCIATION



"Minion" Cyclone II

NEWSLETTER NO: 35 SPRING 1992



2 the Chestnuts
Theale.

March 1992

Dear Members,

This Newsletter may be a little slimmer than usual because we have a new Editor and a new time-table. Mark Miller, who was appointed Editor in Peter Mather's place at the A.G.M. needs to produce a Spring issue in April and an Autumn number in October in order to fit in with his sailing programme and thus, I am writing in something of a hurry.

Peter resigned after ten years in the Editorial chair during which time we have enjoyed a very high standard in the newsletters: difficult to follow but I'm sure Mark will maintain the level set by Peter. Welcome to the office of Editor which I hope you won't find too onerous. With luck, you may receive some contributions from members.

We have been supremely lucky to have had the benefit of Peter's expertise (Chambers's, not O.E.D.) for so many years and I know that of late, what used to be a pleasure had become something of a burden and I hope he will enjoy his well-deserved rest. Thank you, Peter, for giving us all so much to enjoy, for so many years. But don't think you will be left alone: you have so much knowledge to impart and so many contacts from whom you can extract information that we shall continue to apply to you as usual.

I must refute the idea which some members have that it is I who have been responsible for the production and distribution of the newsletters. I have received many letters thanking me and congratulating me on the quality of our newsletters but my only contributions have been my own letters and the writing of the labels. Even this latter will now be done by Jane Wrightson as she has put them on a computer. On that score, Has anyone any objection to the information on the labels and that in the List of Members being held on a floppy disc? If so, please let me know.

Another change which was made at the A.G.M. was in the Secretariat which has been split into sections. I am now Membership Secretary and I have responsibility for keeping the List of Members up to date. Liz Whitehead has become Minutes Secretary and will be responsible for running the business side of the A.G.M. and for writing the Minutes. John Lesh is the Social Secretary (South Coast) and Peter Mather Social Secretary (East Coast). They will be responsible for organizing any social events in their respective areas. I shall continue to deal with the social side of the A.G.M. as long as it takes place in my home.

And, on the subject of the A.G.M., there were 53 people for lunch and 47 for the meeting in the afternoon. I got more and more terrified as the numbers reached 40-plus, wondering however we should all fit in but we did. Some people had to sit on the stairs for lunch, but they're nice stairs and no one seemed to mind. I have one apology to make inasmuch as I ratted on the coffee. I just couldn't fit that into the scheme of things - and did I miss it! I was sorry, also, to have had so little opportunity of talking to members but that's the way it goes. I had absolutely splendid help from an extended team of "galley slaves" - Jane Cockle offered her services while still in Antigua. Little did she know what she was letting herself in for! Caroline was an old hand but it was also a first time A.G.M. for Jonathan Boulter and for Jill Betts and for Geoffrey Holton who isn't even a member but got roped in just the same. And, just because they are family, I mustn't forget Tim and Colin who did a marathon dry up while the faithful Mrs Church washed and I put away. This is a rather belated public thank you but none the less sincere for that.

If you want to know what else happened at the A.G.M. proper, read the Minutes.

One of the items concerns my THB brooch. I was wearing the new one which I had had made by the original jewellers and I have since been given £25 from the Association, for which I am very grateful.

When I wrote to David Stamp, in Australia, I asked him to keep an eye lifting for **SEASALTER** (Aristene design) and he has written with the news that after the Rule twins abandoned their Southern circumnavigation project, neither they nor her subsequent owner used her much and she suffered a certain amount of neglect but, recently, she was bought at auction by a young New Zealander who got her ready for sea and then sailed to New Zealand in some very rough weather during which she lay a'hull for a couple of days. I have his name and address and shall write to him and try to entice him into the Association.

Do not confuse this **SEASALTER** with the one which was built by Anderson Rigden & Perkins and which, when last heard of was in the Caribbean.

Philesia, featured in the last issue, is one of my father's smaller designs so we thought we would use his largest design this time. **Maid of Arden** is so large that T.H.B. did not feel happy about doing the construction plan himself - he was not accustomed to that size of boat - so he got Mr McC. Meek to do that for him. You will read what my father said about the design. I rather doubt if she was ever built but it is just possible that they managed to get the boat built before the war started. My father's remarks about the engine would be irrelevant today when small diesel engines are readily available. What a pity Peter Moree didn't build a **Maid of Arden** instead of **Kim** which, so Frank Turkenburg tells me, Peter finds much more difficult to sail than **YARINYA**. **Maid of Arden** was designed to some extent as the HB answer to Laurent Giles' **Maid of Malham**, an ocean racer and, although T.H.B. never aspired to designing racing craft, **M of A** would have qualified, with a 35ft LWL, for inclusion in ocean races.

I'm off to Fort William for a week, in May, with some gardening buddies and it is too good an opportunity of meeting our Scottish members to miss while I'm in the high latitudes so I've asked them to go into cahoots and make a plan into which I can fall. I'm looking forward to that.

Hector Macneill is going to follow a lead (of rather long ago) for a possible HB boat which he encountered way back in 1957. Her name is not familiar to me. The story attached to the boat will have to wait until our next newsletter as I can't lay my hands on it just now and I am anxious to catch the afternoon post.

Please look at the Calendar of events in *Classic Boat* as there may be functions where you can shew the H.B.A. flag, Always a good thing,

A happy consequence of our decision to use **Philesia** in the last issue is that John and Sandra Paton have graduated to full membership. They were disappointed that their boat couldn't be fitted into **Thuella's** measurements but they have now discovered that she exactly fits **Philesia's** dimensions and **FREE SPIRIT** is now a fully fledged member.

Less happy - indeed, very unhappy is the news which was given to Peter Hasler and me at the Little Ship Club a few days after the A.G.M., that Peggy Wise had died the day before our A.G.M. at which we had hoped to meet her at last. I am very sorry and, for the L.S.C. it is a great loss as she was their Secretary and Editor of the LSC Journal - and a friend to those who knew her.

My very best wishes and I hope we meet soon. When? Where?

Yours aye,

Joan.

P.S. This is the extract from Hector Macneill's letter which I couldn't find when I was writing my letter because it had slipped down the side of my chair. It was written on 29th February - perhaps even as we were (I was going to say, gathered) squashed together for the AGM:

'I do enjoy the Newsletter and I think your latest is wonderfully interesting. It is worth every penny of £7 even if it only came once a year. [I thought you should read that, Peter.]

'May I recount to you a small yarn concerning my dear old "Faoileag" whose 70th birthday is in May of this year? It was in July, 1957, when I was setting off for my summer cruise of the islands from Crinan Harbour (at the western end of the Crinan Canal) Have you a Chart handy? The forecast was for a northerly stiff breeze of Force 5 or 6, i.e. almost dead ahead but with "Faoileag", that caused me no qualms, and I was not long clear of the anchorage and heading for the Dorris mor gap when I found myself in company with a smart looking brown-sailed bermudan sloop; On emerging from the Dorris mor I had as they say established an overlap; and then, true to forecast, the north wind piped up. To my astonished delight Faoileag began to walk away from her rival. I had selected my time of departure to give me the benefit of the swift north flowing tide which has however a branch leading through the dreaded Correbhreachain whirlpool, now a mile and a half away on my port hand. I was therefore careful to set a strict limit on my starboard tacks. Beating up into the Sound of Scarba I enjoyed some of the most exhilarating sailing of my life. With wind and tide in opposition the sea was distinctly choppy if not positively angry, but "Faoileag" simply bounded into it and I had some anxious moments lest I should bounce off the six foot rock half a mile south of Fladda light. Having successfully negotiated that all was plain sailing and by now my companion yacht had completely disappeared astern.

'Half an hour later I sailed into Easdale Sound, and turned to port into the small and totally sheltered harbour, anchored, feeling immensely pleased with myself and proud of my boat, and cooked myself a hearty meal. As I was finishing my last few morsels, into Easdale harbour sailed the smart brown-sailed sloop and anchored close by me. Now comes the twist in the tail of my story.

'Some short time later I was called up from my cabin by two young men in a dinghy. They were from "Rahoneen", the yacht which I had left behind, and they were generous in their praise of "Faoileag"'s performance. Eager to know more about her, I explained that she was a Harrison Butler, built in Oban by Jon MacDonald in 1992. "Oh!" they cried, but "Rahoneen" is also a Harrison Butler, built in 1935."

'Many a time I have thought to myself how amused your father would have been with that story of the success of his earlier creation! And then I would wonder, was "Rahoneen" the genuine article? Since joining the Association I have been meaning to try and track her down. The last news I had of her was that she had been purchased by the Doctor at Dalmally, to be used by him on the fresh water Loch Awe.'

Hector and Iona are going to drive me to meet Dr MacLean at Dalmally and it is possible that by then I may have found "Rahoneen"'s original owner's name in my father's address book and, with luck, the name of the design which was sent. That would prove her authenticity - unless the design had been altered during the building, as was done with "Ernestine", which started out as a Paida but had a bit added to the LOA, giving her a snout.

The letter continues: 'Iona says I am to say to you how very delighted we should be if any members of HBA happening to be in West of Scotland waters would call on us here. Anchorage at the house is somewhat exposed but there is good shelter inside Campbeltown Loch and good pontoon accommodation.'

Thank you, Hector, for this interesting anecdote, and to you both for your invitation - which I am very lucky to be able to accept in May. I hope our researches will bear fruit.

O.J.J.B.

EDITORIAL

A CIRCUITOUS CURRICULUM VITAE

Priscilla and I are thinking of buying another boat. We have owned our Maurice Griffiths Tidewater class cutter for twenty years and feel it is time for a change before I am too far over the hill. Last week we were excited by the prospect of a somewhat larger boat just on the market, built only in 1988 to Lloyds 100 A1. In anticipation of a rapid purchase I contacted various insurance companies for quotations. One of the many questions they asked was "how long have you been a boat owner?" An easy enquiry to answer as my first boat - a nine foot dinghy - was purchased in 1942 at a cost of £3.10s. So fifty years of boat ownership. Dinghies while at school and then a succession of eight varied cruising boats. Naturally all of wooden construction.

As it turned out we didn't buy the boat. After travelling 250 miles to view we found that the broker had used too much poetic licence and an elastic tape measure.

Apart from cruising, my other interest is researching the development of the small cruising yacht. Now I find myself your new editor.

HELP

Our President has already explained why this is a very slim newsletter. The autumn edition, to be published in October, will be more substantial, provided members send in some contributions.

We need brief accounts of your summer cruise, details of new harbours explored, changes noted in old haunts, alterations, improvements and repairs to your boats. How about some follow up to Peter Mather's articles on the dreaded weather helm? You may have located a boat built to an HB design but not yet drawn into membership of the association. There are still a number of Z 4 tonners undiscovered.

I hope to produce an index to past newsletters and, in due course, an updated Family Tree listing all known boats designed by Harrison Butler.

Years ago a small sailing club in the North of England, of which I have been a member for many years, went through a bad patch with its newsletter. No one sent the Editor anything. In desperation he filled the next issue with extracts from an appalling corny joke book. That did the trick and articles flowed in.

I hope I never have to emulate his action. Please let me have your articles by end September.

OUR THANKS

To Jane Wrightson for the beautifully typed members list and addressed labels.

NEW BROOMS AND ALL THAT

Although the quality of photographs reproduced by photocopying has improved tremendously in the last few years, I have sometimes felt a little disappointed with the final result. Hence the experiment on the front cover of this issue. What do you think?

I find it a very interesting photograph. Perhaps its publication will inspire the owner of **Minion**, or another member, to comment on boomed stays'ls and the design of overlapping jibs. There must also be a story behind the twin spinnaker poles.

THE IDEAL CRUISER

The correspondence columns in yachting magazines are not what they were. In the good old days, given an interesting topic, the exchange of views would go on for months until finally the editor would decree "this correspondence is now closed."

In 1909 the subject in Yachting Monthly was The Ideal Cruiser. Harrison Butler ended his contribution by stating: "In my opinion the chief essential in a small boat that is destined to make long passages is good freeboard, uncapsizability, an isolated well and a small sail plan."

Now that the oceans have been criss crossed by small vessels it is accepted that any yacht can be capsized by the right (or wrong?) combination of wind and sea. What matters is her ability to recover from an inverted position.

The concept of the snug sail plan for long distance cruising lasted for many years and led to some dreadfully slow passages.

Now with furling gears and reefing systems sail area is infinitely variable. The only problems arise when the equipment fails and you are left with a big genoa set in a rising gale.

So the Ideal Cruiser must remain a compromise.

MARK MILLER

ASSOCIATION NEWS
EARLY WARNING

For a change this year the Laying-up Supper will be held on the East Coast. The venue is likely to be the Bull Hotel, Woodbridge, on Saturday 19th September. Detailed information will be circulated to members later in the year.

SOUTH COAST MEETS

Our South Coast Social Secretary has intimated his willingness to organize a meet, possibly for those visiting the Brest 1992 celebrations. Would any members interested please contact John Lesh direct. Note change of phone number in address list.

THE CARPENTER

'An officer', says the OED, 'appointed to examine and keep in order the hull of a wooden ship, and all her appurtenances'; quite a job specification in the days of sail, when ships were on their own for months or years at a stretch. In the Royal Navy, until 1831 when the system was changed, the carpenter had a warrent from the navy board, as did the surgeon, gunner, master and boatswain. This afforded them a measure of protection from an arbitrary commander. When the *Bounty's* carpenter William Purcell asserted that Bligh was giving him just as hard a time as he was Christian (who had no warrent), the latter replied: 'You have something to protect you, and can speak again, but if I should speak to him as you do, he would probably break me, turn me before the mast, and perhaps flog me'. The skill of the carpenter was recognised by all. When Purcell appealed to the mutineers to be allowed to take his tool chest into the launch, one of them called out 'Damn them, if we let them have these things they will build a vessel in a month'.

The great James Cook described John Satterley, carpenter of the *Endeavour*, as 'a man much esteemed by me and every gentleman on board'; high praise indeed. Satterley's survey on 'the defects of His Majesty's bark *Endeavour*' dated 'Batavia Road 10 Oct. 1770' strikes sympathetic chords with all who have to do with wooden ships: 'her main keel wounded in many places and the scarp of her stem being very open masts, yards, boats and hull in pretty good condition'.

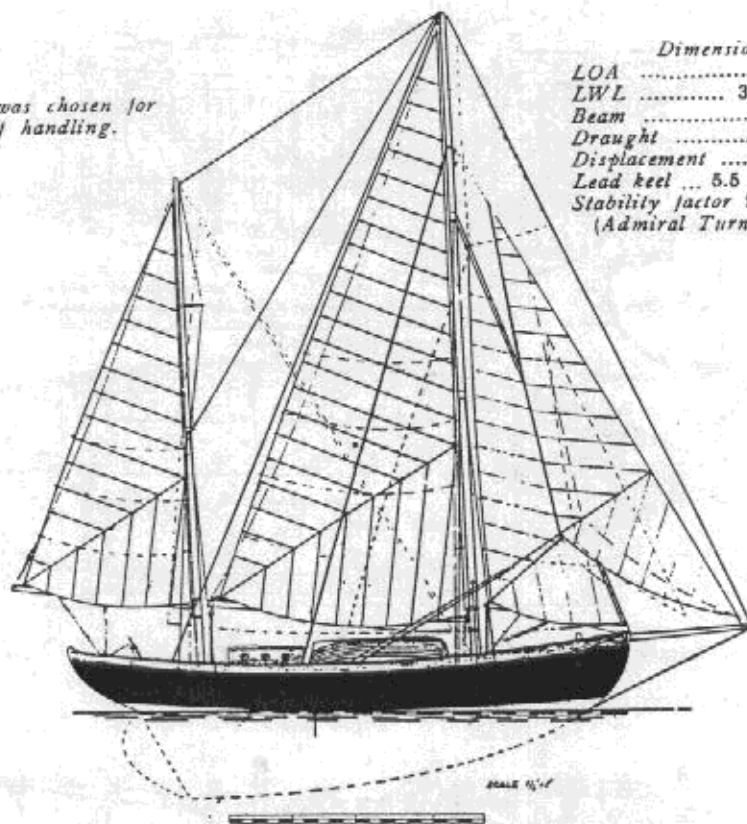
Chimham Thomas, the 'worthy carpenter' of the 'discovery ship' *Victory* (her auxiliary steam engine was 'a cause of hourly torment and vexation') was given an unusual job while beset in the ice trying to find a north-west passage in 1830. He took immense pains over the making of a wooden leg (complete with supplementary fittings for travel on ice) for an Eskimo savaged by a bear, and, until then, dragged about on a sledge. 'The promised leg was fitted on and the disabled person soon began to strut about the cabin in apparent ecstasy', wrote Captain Ross, 'all the surgery of this case lay indeed with the carpenter - not the worst operator in this compound profession'. Poor Mr Thomas was buried up there in the ice three years later on 22 Feb. 1833. The ship never did get free, though unlike Sir John Franklin's men some fifteen years later, Ross and most of his crew were rescued after making their way to Lancaster Sound.

P.W.H.

BOATS FOR SALE

ELGRIS	"Tabloid 16"	Contact Peter Mather 0394 887072
DORADO of KEYHAVEN	Englyn	Contact Jim Buttons 081 398 8474

The rig was chosen for ease of handling.



Dimensions:
 LOA 44 ft.
 LWL 35 ft. 11 in.
 Beam 11 ft.
 Draught 7 ft.
 Displacement 14.7 tons
 Lead keel ... 5.5 tons (about)
 Stability factor 9.
 (Admiral Turner's) 19.

Maid of Arden

19 Ton Ocean Cruiser Design

BY

T. HARRISON BUTLER

THIS design was made for a Continental yachtsman who wanted an easily-handled cruiser in which he could cruise in the Mediterranean with his wife and family. The waterline was fixed at 35 ft. because this admits the yacht to all the ocean races.

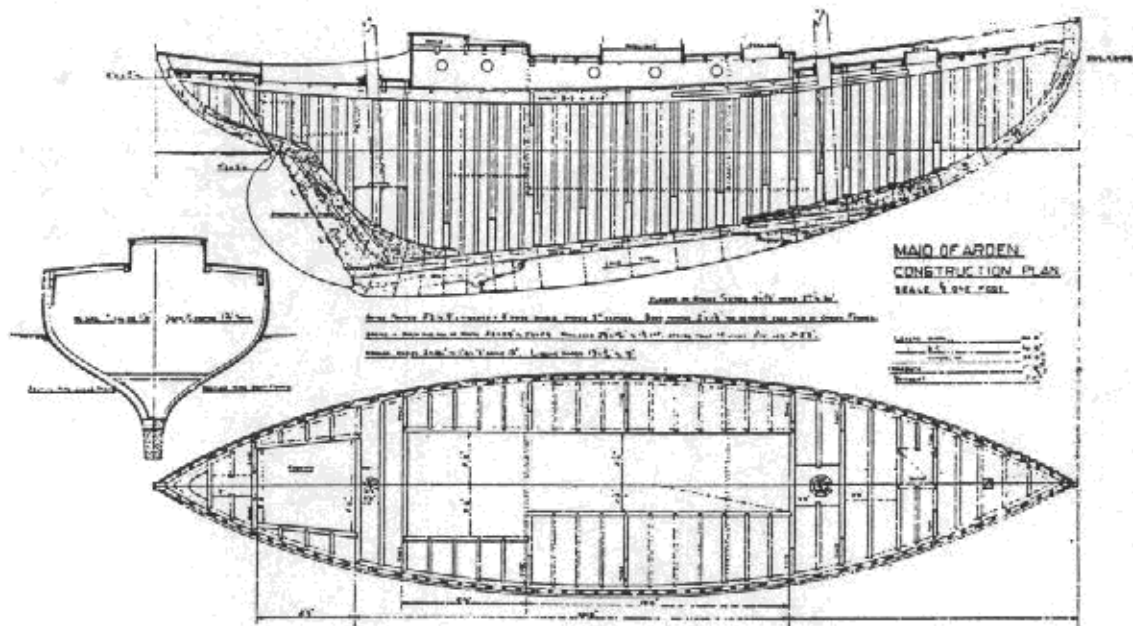
In getting out the plan I took my Zyklon design a 4-tonner. Her dimensions are 19 ft. on the LWL by 7 ft. beam. I first drew her out to an LWL of 21 ft., and this, with the scale altered, became Khamseen A (my original Khamseen design modified, so that she had a correct metacentric analysis).

I then drew out this design and altered the scale again to $\frac{1}{2}$ in. to 1 ft. The LWL was increased till it was 35 ft. and the beam made 11 ft. This was done with proportional compasses, so that there is no alteration in the body plan, except that allowance was made

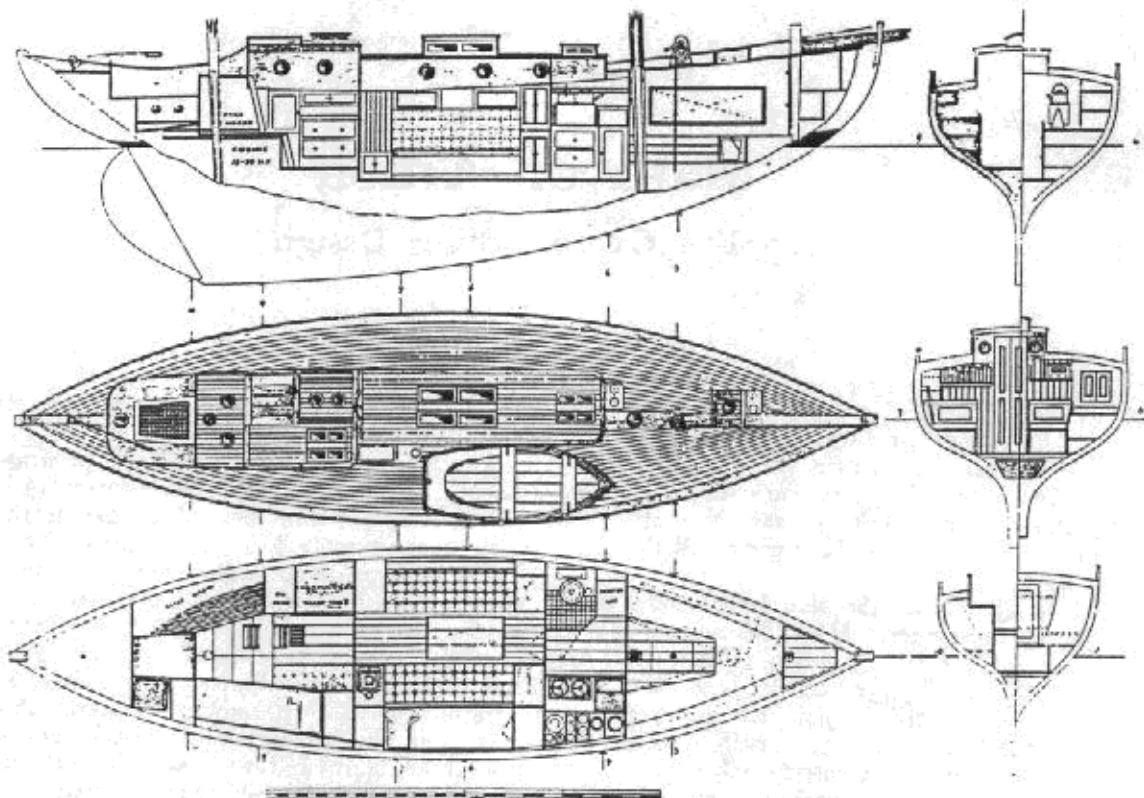
for a real bulwark, which I think a 20-tonner should possess.

I was very surprised with the resulting design. The displacement came out at 14.7, which is only a ton more than that of the well-known ocean racers with the same LWL. I had expected a good deal more. Analysis showed that the new hull had a perfect metacentric shelf, and that the centres of buoyancy of the curve of heeled and upright curves coincided. The metacentric system may be "consuming its own smoke," whatever this may mean, but three of my metacentric designs have been built, and they are all with an appropriate sail plan practically self-steering to windward and finger-light on the helm on other point of sailing. I have not succeeded in achieving this result with any of my older designs, so the Turner system is good enough for me.

MAID OF ARDEN



The construction plan and scantlings were prepared by Wm. McC. Meek & Co. Ltd.

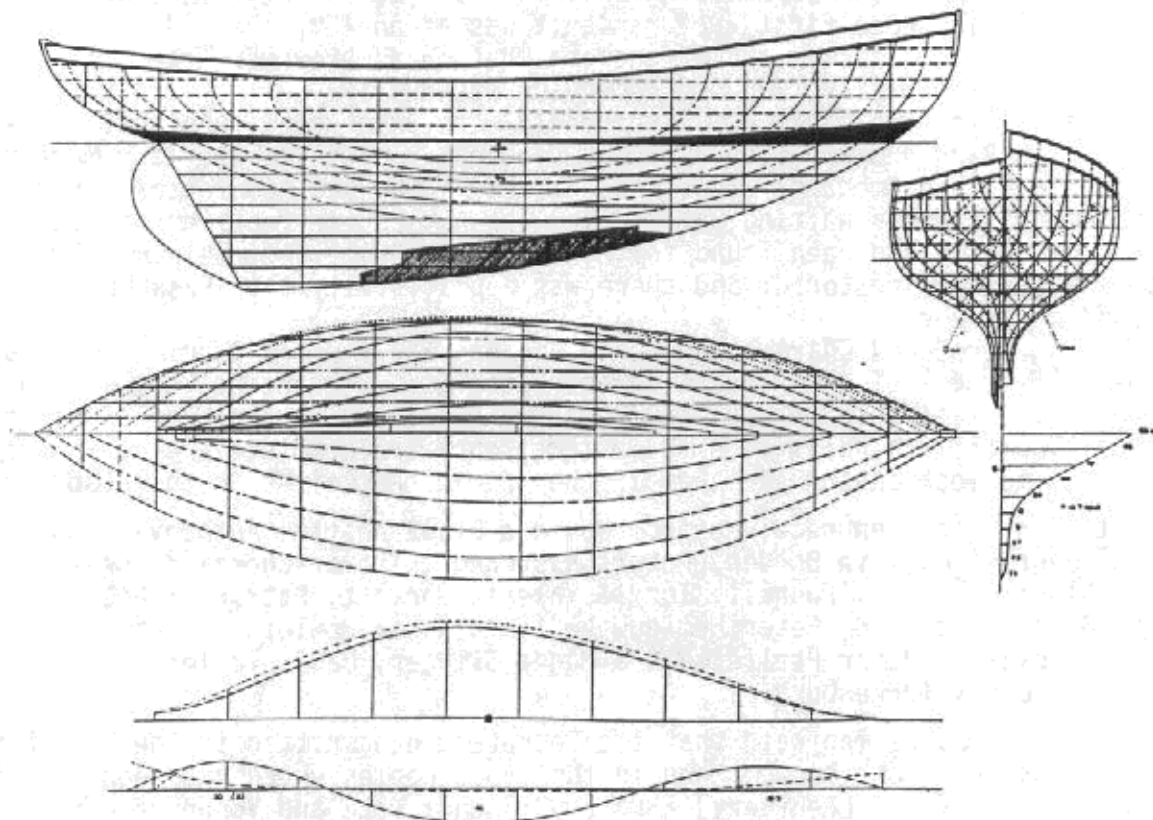


The lay-out was designed for "comfortable family cruising." (Scale 1/10 in. to 1 ft.).

Whereas the yacht was intended for comfortable family cruising the ketch rig was indicated. The gaff ketch is a very poor performer to windward, but this does not apply to the Bermudian ketch. This rig is highly efficient, and in America has won important races. The sail area is within 100 sq. ft. of that carried by the "all out" ocean racers, and I think that for pure cruising one might with advantage take a couple of feet off the main mast, perhaps a foot off the mizen, and shorten the bowsprit. This is a mere matter of taste. Were I building *Maid-of-Arden*

The construction plan was prepared by William McC. Meek & Co. Ltd., and I thank Mr. Meek for the kindly and sympathetic interest he has taken in the design. This firm is also responsible for the calculations of hull weights and for the design of the lead keel.

The keel weighs about $5\frac{1}{2}$ tons. Probably she would take nearly a ton inside to bring her down to her marks, but is not this desirable in a pure cruiser? It is almost impossible to put all the lead outside in this class of vessel and be at all certain that she will



The lines conform to Dr. Harrison Butler's analysis by metacentric method.

for my own use I should make this alteration. My experience of the Channel is that there is generally plenty of wind or very little. The body plan gives the impression that there is a lot of boat above the water and not enough below. This is due to the fact that the bulwarks are shown in the body plan. The appearance of the design might be improved slightly were the bow carried out for six inches more. This alteration would be all above water, and would not modify the yacht's action. It would mean some extra weight in the wrong place and a higher price. Again a slight softening of the bilge might be desirable. It would diminish initial stability but perhaps make the boat slightly easier in a seaway.

float to her marks. Even racing or semi-racing craft do not always float to these marks, they are often well below them; so for this reason some trimming-ballast is useful.

There will be hand-holds all round both cabins. These are rarely fitted, but are absolutely essential. I find them a God-send on my *Vindilis*. It is usual to fit them outside the cabin top, but they are even more necessary inside.

I have not drawn an engine, but in a yacht of this size I would like to get rid of the petrol danger and fit a small Diesel or semi-Diesel. Unfortunately they are all rather heavy and expensive.

THE HARRISON BUTLER ASSOCIATION
ANNUAL GENERAL MEETING 1992

Minutes

The meeting took place on the afternoon of Saturday, February 29th 1992 at 2 The Chestnuts, 60 High Street, Theale, Berkshire. Denis Murrin was in the Chair and there were 44 members and 6 guests present.

The Chairman opened the meeting and welcomed all the members and he invited The President to speak.

The President said she was delighted to welcome so many people to her home and apologized for any resulting discomfort, adding that the matter of space would be discussed when deciding on the venue for the next meeting. Among the 22 people whose first appearance it was at an AGM, she had been particularly glad to welcome Charles and Margharetta Chatwin as they were the only members, apart from the family, who had known THB personally.

Joan listed the boats which currently were undergoing substantial restoration and Keith Band and Roy Aldworth gave progress reports on The lady Mary of Woodbridge and Omega of Broom respectively. She had had letters from a number of members and was waiting until after the AGM before replying to some of them.

A new owner had been found for Hobby, Barry King (who was now a Full Member), so she would be restored; and there was a possibility that Susanna also, had found a rescuer.

Joan introduced Charles and Leone Chapman and invited Charles to speak about the half-models of Vindilis, Erla and Zenocrate which he had brought to the meeting. He explained that they would be displayed in the Model Room at the Royal Thames Yacht Club when the alterations were complete and he invited members to look in and see them if they found themselves in Knightsbridge.

Apologies had been received from David & Diana Austin, Anthony & Ros. Butler, John-Henry & Marilyn Bowden, Peter Chasteneuf, Trevor Cheesman, Geoffrey Croft, Ken Floutier, Wendy Funnell, Tony & Valerie Garrett, Patrick & Leslie Gibson, Ron & Mary Goodhand, Peter Hemingway, Ian & Rosie Howlett, Peter & Ruth Mather, Peter Moseley, Peter Pralle, Rob & Magda Slinger, Geoff Taylor, Brian & Pat Terry, Frank & Corry Turkenburg.

Minutes The Chairman said that the Secretary had written in the Minute Book the items which she had omitted in the typed copies which had been sent to all the members, viz.; [February] 23rd [1991] and: Date and Venue of next AGM February 29th was chosen as the date and the meeting would be held, as usual, at the President's home, 2 The Chestnuts, Theale.

Matters arising from the Minutes The Chairman said that there were two matters arising, the first being the President's brooch, which she had had made and was wearing. The amount outstanding was £25 and this would be paid to her. Joan thanked the members and said again how much she appreciated their generosity.

The second matter arising pertained to the Certificates of Authenticity and Joan said that Tony Garrett had brought a copy of the design to her in Cornwall. This incorporated the amendments which had been agreed at the 1991 AGM but they had decided that some slight alterations in the spacing between some of the lines was necessary and this had now been done and was satisfactory.

Secretary's Report Joan said that she had already given Secretarial news at the beginning of the meeting: it was difficult to differentiate between Secretarial and Presidential matters. She did say, however, that she was finding the running of the business part of the AGM difficult as she was always very tired and inefficient by then. She would like, if the members agreed, to remain as Membership Secretary and for someone else to take on the business side and to run the social events during the season. The matter would be discussed in "Election of Officers" section.

Treasurer's Report Peter Hasler presented his Statement of Accounts for 1991-92 which showed a credit balance of £457.11, as on February 20th 1992. He explained why he chose that date for the end of his financial year.

When asked whether it were possible for subscriptions to be paid by Direct Debit or Standing Order, Peter replied that the Association was too small to be able to run a DD system and that when people paid by Standing Orders it was impossible to identify from which member a bank payment came. Reminders were given in the newsletters.

Peter said that the item for Bunting was recoverable as burgees were sold: the same applied to ties. The main item of expenditure was the Newsletter which he regarded as a vital part of the Association, it being the link with all the members who couldn't attend meetings. He wished to put on record his own and, he felt sure, the Members' great appreciation of the very high quality of the newsletters which Peter Mather's editorship had provided during the past ten years. The Members concurred. The Treasurer's Report was adopted.

Editor's Report Unfortunately both Peter and Ruth Mather had been prevented by illness from attending the meeting but Joan had spoken to Peter on the previous evening. He had already tendered his resignation from the Editor's chair and wished his thanks to be passed on to members for their support and for sending contributions for the newsletters during his term of office. Joan added her personal thanks and said that Peter would still be applied to for advice and information on many matters, as had been the case ever since he joined the Association. Happily, a successor had been found and Joan felt sure that Mark Miller, if elected, would maintain Peter's high standard.

The President agreed to write to Peter, expressing the Association's gratitude and thanks for all that he had done during his term of office.

Social events including the Laying-up Supper John Lesh reported that the only available date at Gin's Farm was October 31st and this was deemed to be too late in the year for the Laying-up Supper. He said he would explore other avenues and try to fix a suitable date and venue in time for the notice to be included with the next newsletter. He would also try to arrange a Meet for the end of May.

It was thought that Peter Mather would probably agree to make arrangements for East Coast Meets and John would approach him.

Denis made the point that in the early days of the Association, Meets held during the sailing season had been well attended but that in recent years support had dwindled - sometimes to nothing. He hoped that interest would be revived.

Election of Officers The President said that as Denis Murrin had been Chairman for less than three years, she had assumed that members would wish him to continue and so she had done nothing about finding anyone to succeed him. He was willing to continue in office if the members so wished and as there were no other contenders, he was re-elected.

Peter Hasler was re-elected as Treasurer.

It was decided that the Secretary's job should be divided, Joan Jardine-Brown remaining as Membership Secretary and to be responsible for keeping the List of Members up to date. This was now held on a Floppy Disc and Joan would supply information to Jane Wrightson who would adjust the List accordingly and would also run off address labels when required.

Liz Whitehead agreed to become Minutes Secretary and to be responsible for recording the Minutes at the AGM or any other Business meeting and for notices of meetings (which usually were sent to the Editor for inclusion with the newsletters). She would conduct the Secretarial side of the AGM or any other business meeting.

John Lesh agreed to become Social Secretary [South Coast] and would arrange any social functions in his area.

It was thought likely that Peter Mather would perform the same function for the East Coast area and John would ask him. They were often in touch on the telephone and could coordinate their efforts.

Mark Miller was elected Editor, there being no other contenders. He said that in order to fit in with his sailing programme, he would have to produce the newsletters in April and October and they would become Spring and Autumn issues. The first Spring issue might be rather slimmer than usual but he would try to compensate in the Autumn.

Any other Business No other matter was raised.

Date and Venue of the next AGM The members decided that the meeting had been quite comfortable despite the large number present and so it was decided that, if Joan were willing, the next meeting would take place, as usual, at The Chestnuts. Joan agreed and said that Saturday, February 27th 1993 would be a suitable date for her.

There being no more business, the Chairman declared the meeting closed.

HARRISON BUTLER ASSOCIATION

Statement of Accounts 1991 - 92

(balance struck at 20 February 1992)

INCOME

Balance B/F	633.10
Subscriptions	699.00
Donations/Plans	39.00
Sales	108.00
Interest	41.74

	£1,520.84
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EXPENDITURE

Newsletters	568.98
Solent Protection Association	10.00
Bunting	450.49
Postages	34.26

Total expenditure	1,063.73
Balance C/F	457.11

	£1,520.84
	=====

