



# THE HARRISON BUTLER ASSOCIATION



Vindilis

West Loch Tarbert

1 June 1992

Newsletter No: 36

Winter 1992



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In addition to the Newsletter you should have received:

Notice of the Annual General Meeting

Supplement to the List of Members

In the beginning. How the Association was founded

Recipe for Joan's Fruit Cake with, on the back details of the  
Pin Mill Preservation Society

and finally for boat owners only a proforma certificate of authenticity.

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IN THE NEXT ISSUE we hope to include the Cayuca design, an index to past newsletters, further details of the family tree and numerous contributions from members.

Contents are of course subject to alteration depending on the progress of the editor's fitting out programme. !

## PRESIDENT'S LETTER

The Crag  
St Mawes

October 1992

Dear Members,

As is my custom, I'm starting with the bad news. Sadly, two of our members have died this year: Peter Chasteneuf and Geoff Harrisson.

Those members who were at the AGM will remember that Peter was unable to come because he was ill but there was no indication that his illness was terminal. He hadn't been a member for very long but even at his first AGM he took part in the proceedings and was always a participant so we shall miss him. I wrote to Diane who told me she was looking for a purchaser for Mary Gray, a Zyklon (Z.4) and I haven't heard that any has been found so, if anyone is interested, please apply to her.

I learned of Geoff's death from Ian and Frances Tate who bought Thalia from him. Indeed, he died during the process of the sale. I'm sorry I never met him. I was told that he was quite a young man which adds to the sadness of his death.

On a happier note, I believe that three HB boats: Sinah, Omega and Zyklon are to be built in Australia and, while I have been here, in Cornwall, I have been asked to send plans of Englyn to Germany but maybe, the choice will be for Omega instead.

In May/June, I had a lovely two weeks in Scotland. The first week was ostensibly horticulturally orientated, with our base in Fort William and a tame coach to ferry us around but it comprised much more scenery than gardens. The weather was very cooperative (as it has been on all of my West Highland visits) and the views were spectacularly beautiful with windless days when the mountains were reflected in the still waters of the lochs below, leaving me with unforgettable memories. I felt the pull of the Highlands (perhaps my well diluted Ross corpuscles were tingling in my bloodstream) but I can imagine what life must be like when the weather is unkind as it so often is.

My other memories which will remain with me are equally happy ones for, after I waved my companions goodbye in Fort William, I began my private visit. It was a golden opportunity to visit members who lived in the area - which I seldom visit myself and to that end, I boarded a train and was met at Tyndrum by Hector and Iona Macneill who drove me to Dalmally. There, we met Iain and Alexandra Maclean who have a Zyklon called Muircaidh (pronounced Moor-a-Chee - with the Ch as in loch), which is the Gaelic form of Murdoch. Muircaidh was built in Norfolk and is now in a shed in Dalmally, being renovated. She is the boat, Rahoneen, described in Hector's letter.

We then drove to Davaar House, outside Campbeltown where I spent two nights and met Hector and Iona's son Niall and also, Faileag, still in her winter quarters on their front drive. I took photographs of her on her 70th birthday. In all those years she has had but two owners and a lot of TLC, judging by her appearance.

The time went all too quickly but more pleasures lay ahead



for I was driven north to Ardpatrik on West Loch Tarbert, to spend two nights with Damon and Annie Kenniel and their young daughter, Rachel, not to mention their Siamese cat. VINDILIS was on her mooring on the loch, floating rather high out of the water as she is at present lacking some of her innards which were removed so that Damon could do some repairs to her frames.

I have just received a photograph of Vindilis on her mooring, taken by Michael Pentreath from his yacht. It includes the Ferryman's cottage which is where the Kenneils live. Michael's father, the late Canon Guy Pentreath, was the first owner of SEASALTER, the Aristene built in Adelaide and now in New Zealand. Small world. He lives just north of the road I take on my way to niece Caroline so I may call in en route. Small world again.

Damon and his two brothers own the Ardpatrik estate which is a delightful stretch of land bordering the Loch and extending to Ardpatrik Point. It is a bird sanctuary and Damon is in charge of the cottages which they let so, should you fancy an ornithological change from sailing, apply to him.

We went to the island of Gigha which, at last, I know how to pronounce, and walked round the garden which was created by Mr (Maltesed Milk) Horlick. It is lovely and the influence of the Gulf stream is reflected in the variety of half-hardy plants which thrive there, just as they do here in southern Cornwall.

Another most enjoyable interlude over and Damon drove me to Tarbert, where Annie's father took over and delivered me to the Queen Street station in Glasgow where a train was waiting conveniently to take me to Edinburgh. There, I spent a further two nights with non-sailing but long-standing friends who took me for a foray into the Border country, which was new to me.

Even my slow-train journey to Reading was a bonus because it took me via Carlisle and Lancaster and thereby introduced me to even more scenery hitherto unknown to me. I was joined from Oxenholme to Birmingham by a charming senior schoolgirl who had been spending the weekend with her grandmother in the Lake District and was returning to school in Bath. She fed me on sweets which looked remarkably like earthworms dipped in sugar!

Thus ended a multi-course banquet of scenery with a few over-water (ferry) trips thrown in and, the very great pleasure of getting to know most of our West Coast Scottish members. Sadly, Philip and Heather McGregor couldn't be fitted into my itinerary: another time, perhaps? I was sorry, too, to have to miss out our members on the East Coast of Scotland on this occasion.

In mid-June, I was privileged to look after Boyd Campbell for a few days here, at The Crag while Desirée sailed to the Scillies with our absentee hosts for the RCC Meet in Falmouth.

Boyd and (daughter) Alison and I left Desirée aboard and made an early morning start, dropping Alison off at Truro station. Boyd had a leg which needed to be protected from knockings and soakings, hence no cruising to the Scillies. However, we had some very good weather and he was able to relax and blot up the view and inhale the scents from the garden. We also indulged in a little gentle headland walking and a modicum of sketching.

I should have mentioned earlier that Damon told me that his love affair with VINDILIS started when he was at his prep. school



and he used to see her on her mooring at Granton when he visited Edinburgh. Years later, he was able to buy her. He has dispensed with the mizzen and sails her as a cutter - the equivalent of the first reef, in our day.

The next landmark in my life was the recent Laying-up Supper at the Bull Hotel in Woodbridge and I'm sure all those who attended would wish to thank Peter Mather for organizing what was a very enjoyable occasion. There were 25 of us there and these included a number of members who were experiencing their first HBA function. It was lovely to meet so many members whose names could be transformed into faces. Some of the voices I knew already from telephone conversations.

It was good to have Ruth Mather with us again as she has had to miss so many of our meetings and I had additional good fortune because I stayed (once again, for two nights) with Ruth and Peter which gave opportunity for sustained conversation which is impossible in a crowd where I tend to have short conversations with lots of people: as many as possible.

While at Woodbridge, I met Peter Temple, who runs Temple Marine Brokerage at the Tidemill Yacht Harbour and it struck me that he might be useful if non East Coast members wanted to spread the word around a different geographical area when wishing to sell.

On the day following the Supper I drove to Peldon to stay with Ian and Frances Tate and their daughter Sarah. We spent a very pleasant day aboard THALIA and went to Bradwell to have a look at poor, sad RAMA II: a forlorn sight. There was very little and sometimes no wind so we didn't have to exert ourselves but did have to use the engine from time to time. On returning to home waters we went alongside and aboard Nanook. She goes back to a weekend when my sister Cynthia and I accompanied our parents who were visiting friends of theirs in West Mersea. My memories are rather vague as I was probably about ten years old at the time but I do remember sailing on their boat, Nanook. We also tried to locate the house and I cannot be certain if what we found was really the one. How kind people are to me, taking all this trouble!

Then came my journey home and I decided not to make use of motorways and my journey took hours longer than the 2½ hours spent on my outward trip. The roads had changed considerably since I had last travelled that route and I kept getting swept along arterial roads which weren't the ones I wanted. I could have done with a navigator. At one point, I saw a sign to Much Hadham so made a voluntary detour in order to go to Hopleys' Nursery and laid in one or two plants.

In practically no time after I got home I came down here and, in fact, I seem to have had only very short spells at home ever since the AGM. I shall be quite glad to get back and hibernate.

Brian Hawkins has brought to my notice the existence of the Pin Mill Preservation Society and he thought that we might perhaps like to support it, just as we do the Solent Protection Society. A leaflet is enclosed and it's possible that members might like to subscribe individually. We can discuss it at the AGM.

Remember, the AGM is on Saturday, February 27th, 1992. in my flat. The notice is enclosed and it is helpful to the cook (me) to have early replies. There has been a marked improvement for the last two years. I could hardly believe that there were no more names to come!

I'm afraid that I must put up the price of the lunch. It has been £3 for quite a long time and every few years I realise that the money isn't going as far as usual. It was suggested that I increase it to £5 because it would be easier for change but I can't do that. It will go up to £4 and I shall try to remember to give the Treasurer a float of £1 coins but, if possible, bring the correct sum or pay by cheque.

Annual subscriptions are due on January 1st but if you come to the meeting you can pay then: £7 for Full members, £5 for Associate members. Cheques for the lunch should be made out to me, O.Joan Jardine Brown: Subscriptions cheques to The Harrison Butler Association, please.

I'm enclosing a sample "Birth Certificate" with this newsletter. Please will you fill in the details of your HB boat and return the card to me for checking. I shall then send them to Tony Garrett for processing onto a proper Certificate of Authenticity which will reach you in due course when I have signed it. It ought to be possible for some to be collected at the AGM if you react quickly.

I heard from Alessandro in the Summer: back in Whangarei and beavering away on Jardine which, incidentally, is to have her name changed to Khamseen because he says that she will emerge from her reshaping as a different boat. I hope that all the changes will bring him better luck than he has had in the past.

I have just been on the phone to Boyd, to ask about Geoff Taylor. He and Desiree were helping Geoff the other day to stock up Watermaiden for his autumnal trek across to the Caribbean for the winter. Last year's voyage was fraught with difficulties and he had to overwinter in Santander - but improved his Spanish vocabulary thereby. If he hasn't set off already, he must be on the brink of doing so and I look forward to a progress report ere long.

I have reached the age of forgetfulness - in fact, I've been there for quite a long time so, if you are still waiting for me to fulfill an undertaking to send you something which hasn't arrived, please do remind me. Also, did anyone other than Ian Tate give me a cheque at the Laying-up Supper? Please remind me.

With this newsletter you will receive a copy of "IN THE BEGINNING". Some of you will have read it before because it was in an earlier newsletter but new members have joined since then and have not seen it. From now on, it will form part of the "Member's Pack". In the same way, the next newsletter should be accompanied by the second edition of the mini-biography of THB which has some mini-alterations from the first.

I've mentioned all the things on the list which I made plus some others so I hope I've covered all the ground. I'm afraid it's been rather too me orientated but my Scottish interlude has left such a deep impression on me. I have so enjoyed meeting all our members whom I hadn't known before, both there and in England. It's been a very rich harvest this year.

Mark and Priscilla were cruising in the West Highland waters and I have suggested that we might incorporate an excerpt from a Yachting Monthly which was written by Peter Temple who was one of the two original owners of Askadil. It seemed to me to be a very well written article and certainly brings home what I said about the darker side of Highland weather.



Still in Scotland - we can't get away from it - we have known for some time that Dilys (sistership to Quest, in Australia,) was "somewhere in the Orkneys". Our spies have discovered her whereabouts. She has had her share of adventures and I hope that her owner, Gordon Scott will write an account for a future newsletter. It's lucky that Lt Cdr Vernon Nicholson built her so strongly in his orchard in Kent. It's good to have her back in the Association.

Being a devotee of Radio 4 - Long Wave, of course - I heard a programme in which Cliff Michelmore was visiting Southwold, having been to Dunwich the previous week. I was interested because I was at school in Southwold but, what was even more interesting was that he went on to Lowestoft and to the International Boatbuilding College.

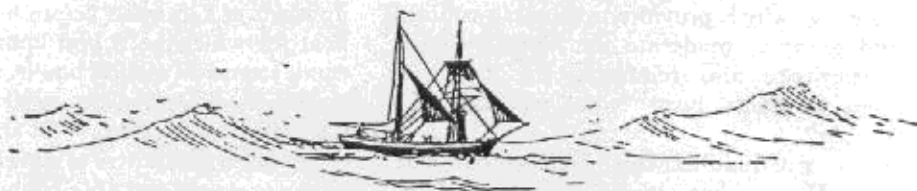
Cliff asked what was the boat he was looking at and was told that she was a ketch designed by Harrison Butler. This surprised me because she is an Omega, a sloop so I rang Bob Lamb - who hadn't heard the programme - and what do you know? She's going to be a cutter!

You have had enough from me but I haven't finished quite yet, not before sending you

My best wishes for Christmas (perhaps?) and for 1993 when many of us will meet each other again to discuss matters maritime.

Yours aye,

Joan.



## ACCURACY IN DESIGN

Argus writing in Yachting Monthly, March 1962

The methods used in building boats are sometimes amazingly casual. I believe I am right in saying that the late Harrison Butler, boats to whose designs appeared, and still exist, in hundreds, never in his life produced a table of offsets. He was a painstaking draughtsman, and his lines plans were noted for being well faired. Having done that, he generally, if not always, left it to the builder to lift his own offsets from a "true to scale" print ( and it should be added that true to scale is a relative term - it means, roughly, not quite so out of scale as a blue print) and some of the builders, I suspect, lifted the offsets at the bench - with a foot rule.

Argus was the pseudonym used by Douglas Phillips-Burt A.M.R.N.A. who wrote a column "Reflections in the Sea" for many years in Yachting Monthly. He was also responsible for the introduction to the 3rd Edition of HB's "Cruising Yachts Design & Performance".

# Some Amateur Yacht Designers

BY F. B. R. BROWN, ASSOC.R.I.N.A.

**H**APPY, indeed, are those who are able to design as well as to sail their own boats, particularly when the boats are admired and win races or perform heroic cruises. A study of the yachting press over the last fifty years reveals many such men, some of whom, like Claud Worth, designed one or two yachts while others, like Albert Strange, designed dozens.

As Olympic and other committees have found, it is, of course, almost impossible to define satisfactorily an amateur, but for the purpose of this article I have regarded as amateurs those whose principal livelihood came from some other profession. Fortunately all designers, both amateur and professional, can go sailing and are not debarred from racing, which provides a valuable contact with reality and tends to moderate the "ivory tower" outlook; sea experience also reinforces the excellent dictum attributed to Henry Ford "what you don't fit don't give no trouble".

There are a number of qualities which a designer should possess or cultivate. He must have some facility for making accurate and informative drawings to show the builder what is in his mind. He should have a knowledge of elementary mathematics and physics and an understanding of the nature and use of timbers, metals and nowadays plastics. He should have a sense of design which will enable him to produce elegant boats; few can hope to rival William Fife and C. E. Nicholson in this respect, but no amateur is compelled by the wails of his starving family to produce some of the marine caravans and juke-box-style glamour boats which are all too common at the Boat Show. The greatest quality a designer can have is common sense, compounded of judgment and experience and reinforced by plenty of sea time.

With these qualities a designer should be able to produce boats which, in the words of Froude, "combine habitability with speed". The first of these includes such diversities as a galley from which it is possible to produce in rough weather, if not the Lucullan feasts of "Sea Cook", something better than a tin of bully and some ship's biscuits; it could also include a design for a dinghy's gunwale which enables an adoring crew to sit out a long race without martyrdom. The second, speed, is often scorned by cruising men who have never had the good fortune to appreciate speed as a safety factor, or how comfortable a fast boat can be if she is slowed down.

There is one important difference between the work of an amateur and a professional. The latter usually has to work fast to make a living, while the former is not usually pressed for time and his enthusiasm is such that he will be happy to spend long hours in refining, checking and experimenting with alternative solutions to problems; he is also generally more apt to publish his work and may thus add to the general fund of knowledge.

Albert Strange was probably the most prolific amongst the amateurs. He spent his early life at Gravesend, studied for the Law, but became a painter and exhibited at the Royal Academy and elsewhere. He finally settled at Scarborough in 1882 where he taught art and designed upwards of 140 boats before he died in 1917. The type of boat for which he is best known is the gaff yawl with a canoe stern and modest bow overhang of 5-8 tons T.M. but his designs ranged from 2 to 38 tons. *Moth II* (Figs. 1 and 2) is a gaff yawl of 21 ft L.W.L. and 7 ft 6½ in beam, and *Ariel* (Fig. 3) is a gaff cutter of 23 ft L.W.L. and 8 ft 3 in beam; both are pretty and able boats though *Moth II* could with advantage have a harder mid-section; both have more lateral plane than we should think essential nowadays. Amongst Strange's bigger boats was *Tally Ho*, a transom stern gaff cutter of 28 tons. In 1927, when owned by Lord Stalbridge, she won a stormy Fastnet Race from the Alden schooner *La Goleta*; they were the only two to finish out of fifteen starters and perhaps endurance rather than speed won the day. That was before the days of *Nina* (U.S.A.) and *Maitenes II* (England), the first two specifically offshore racing boats seen in this country.

The yachting press before the first war contains several designs by Albert Strange and there were a number of his letters in the robust correspondence columns of the day. His articles on yacht design (*Yachting Monthly*, 1914-15) are still worth reading. In 1916 in the same journal is an interesting reconstruction of the probable lines and sail plan of *Pet*, 8 tons T.M.; this remarkable little vessel (28 ft L.W.L., 8 ft beam and 1,035 sq. ft sail area) sailed to the Baltic in 1854 with a crew of two amateurs and two hands to watch the British and French fleets bombarding the Russian fortresses.

Coming nearer to the present, Harrison Butler, who died in 1945, was, like Claud Worth, an ophthalmic surgeon of considerable reputation. He rowed in his college eight at Oxford, designed and built a boat while



## SOME AMATEUR YACHT DESIGNERS

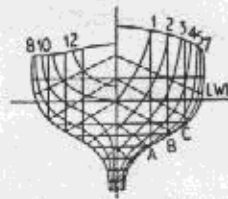
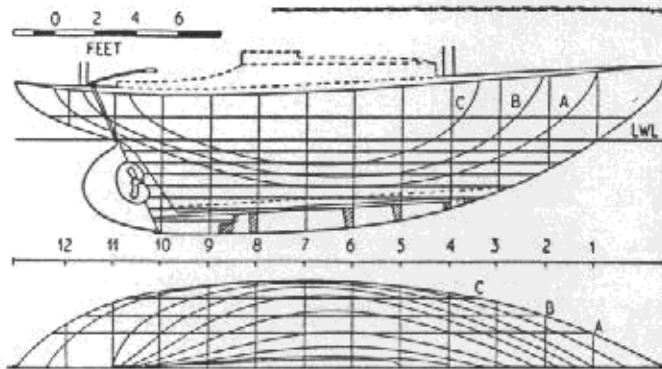


Fig. 1. A typical Albert Strange design with a canoe stern and a rather soft mid-section. The deep forefoot gives headroom in the fo'c's'le, but makes a bowsprit inevitable in order to secure a proper balance of C.E. and C.L.R. With her Kelvin 7-9 h.p. petrol motor,  $1\frac{1}{2}$  in kauri pine laid decks, teak coamings, etc., she had a lead keel of only 1.65 tons which probably gave a ballast ratio of only about 30 per cent

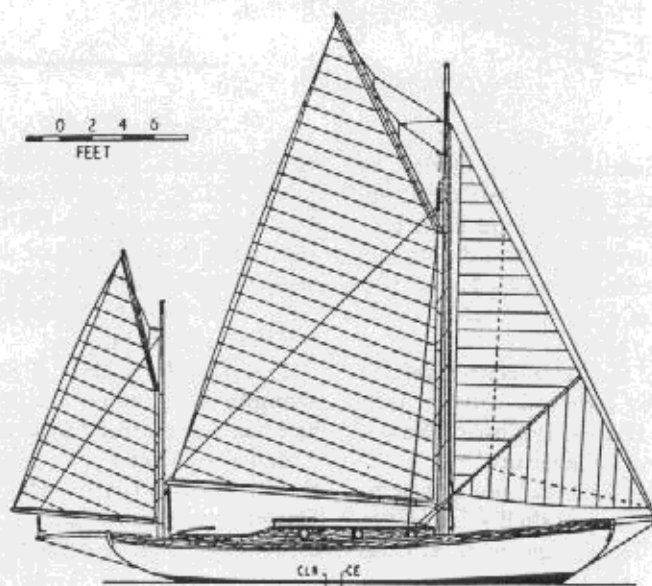
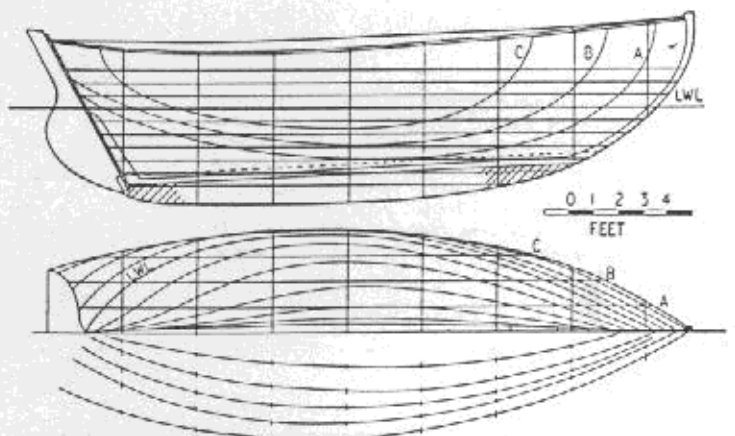
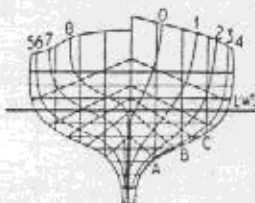


Fig. 2. The sail plan of Moth II shows a roller headsail, roller reefing main-sail and mizzen, sheeted to a 4 ft bumpkin, giving a total sail area of about 410 sq. ft; this low sail plan should be ample for the easily driven hull

Fig. 3. Another design by Albert Strange, again with a deep forefoot and bowsprit. For a traditional gaff cutter of conservative type it is doubtful whether the lines could be much improved except that it might be desirable to space out the after sections a little to flatten the run. Ariel was built in 1925, and with a very full inventory above and below decks her complete cost was under £300



## YACHTING WORLD ANNUAL

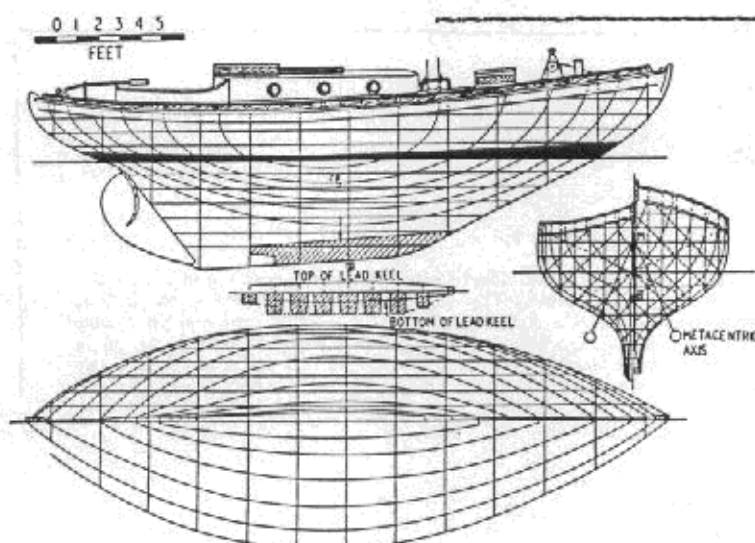


Fig. 4. One of Harrison Butler's later designs. The proportions of the fore and aft bodies are such as to give an almost straight metacentric shelf, which was popular in the thirties; it certainly produced good steering qualities and was very successful in model yachts, but tended to iron out that little bit of eagerness to go to windward which is a feature of almost all successful boats. The tendency nowadays is to swing back to the relatively fuller after bodies which were formerly popular

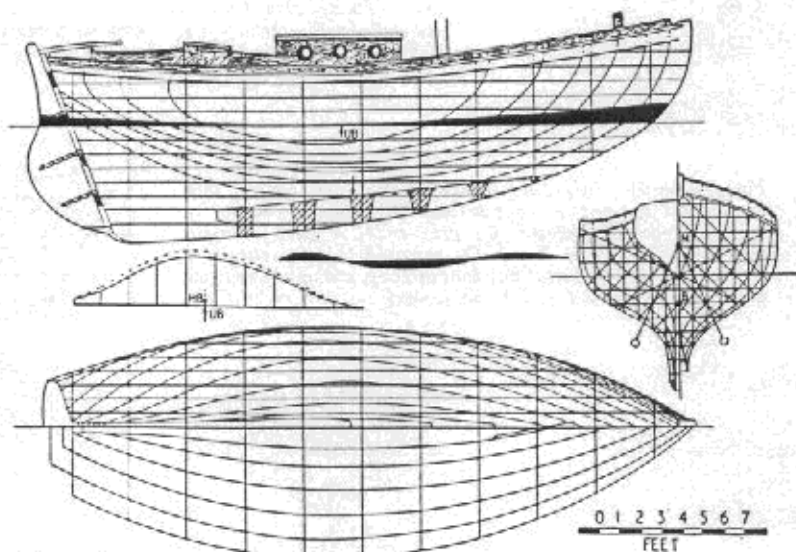
working in South Africa, continued his study of design while working in Jerusalem, and finally settled near Birmingham. His frequent contributions to the yachting press amply demonstrated his enormous zest and combative outlook on all matters concerning small boats. He designed upwards of sixty boats of 3-17 tons T.M., most of which were between 4 tons and 7 tons.

Butler was a fervent adherent of the "metacentric shelf" theory of hull balance devised by Admiral Turner and made public in a lecture before the Institution of Naval Architects in 1937; although a firm believer in the "shelf" he realized that it is a system of analysis and not a system of design, and that a yacht with a perfect shelf might be a horrible vessel for other reasons. His designs were always

carefully and accurately drawn and his boats were always good-looking, though he lacked perhaps the artist's eye of Albert Strange. Again, his boats inclined to be narrower and softer in section than we should think proper nowadays. His normal ballast ratio of 0.35 of displacement is a great deal nearer to reality than those given in many designs published today.

*Dream of Arden* (Fig. 4), 22 ft 6 in L.W.L., is a good example of his later work though the majority of his boats had transom sterns. *Khamseen A* (Fig. 5), 28 ft. L.W.L., was designed for ocean cruising as metacentric modification of the original *Khamseen* which sailed from Port Said to England. Her lines are of interest because, Butler tells us, they are directly descended, by spacing out the sections

Fig. 5. This design may be said to represent the "essential" Harrison Butler. The boat is on metacentric principles of an earlier boat as regards size and general proportions, but her detailed lines are directly descended from the popular "Z" 4-tonner. She was designed for ocean cruising for which her hull form seems very suitable though a little more freeboard would be desirable to carry the heavy load of stores and water needed





## SOME AMATEUR YACHT DESIGNERS

and changing the scale of the drawing, from those of *Zyklon*, the popular "Z" 4-tonner of which a large number were built.

So far we have mentioned cruising boats, but there have been at least two amateurs who were bold enough to tackle the added complexities of designing to the

I.Y.R.U. Rule. When designing to this rule (now defunct, except in the 12-metre Class for the America's Cup) or indeed any other rule where the classes are limited by an exact rating, it is essential for the designer to produce the biggest and fastest possible boat within the limit of rating of the class; if she fails to measure into the class she is

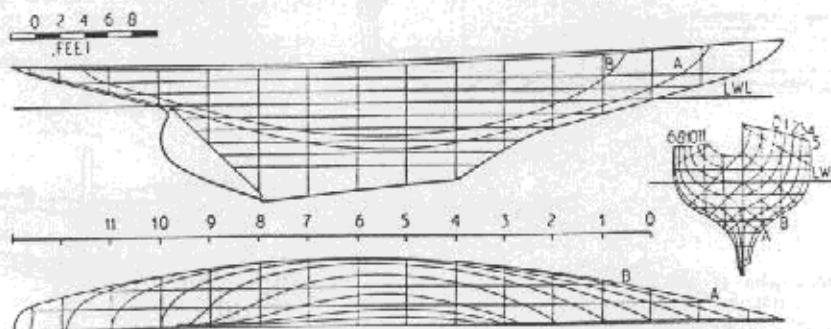


Fig. 6. This 12-metre designed by Sir Thomas Glen Coats in 1910 is representative of a class which gave excellent sport in European waters before the First World War. The excessive rake of the bottom of the keel is due to the rating rule which included a factor representing the difference between chain girth and skin girth. This was modified after the First World War to allow the keel to become horizontal, often with a pronounced toe at the fore end. The hard bilge and rather flat topside suggest a boat which would perform well in a hard breeze

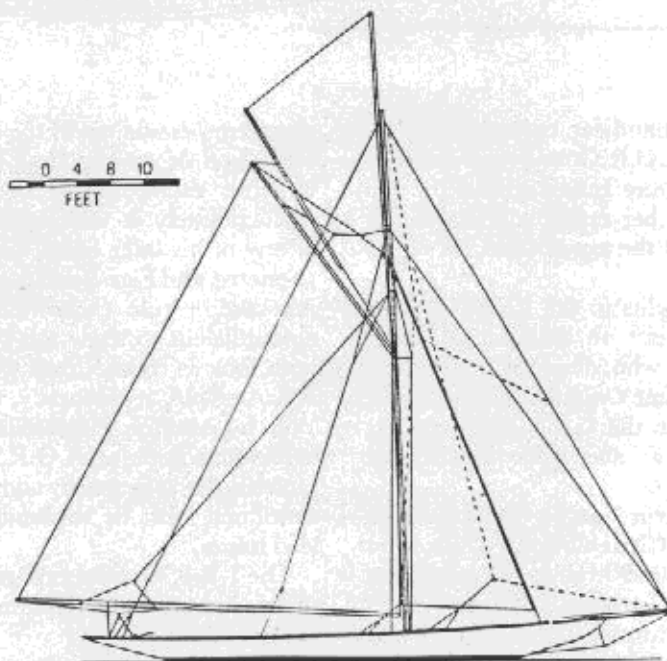


Fig. 7. How would you like to handle this lot? This sail plan of 2,647 sq. ft for the Glen Coats 12-metre explains why a professional crew of six or seven had to be carried. In a gybe it was necessary to work the runners and the topmast backstays as well as the single-ended spinnaker boom and the spinnaker which sheeted inside the head stay. The cost of running such a boat was about £750 for a season, which represents £4,000-£5,000 at present prices. Her L.W.L. was about 39 ft; a modern "12" is about 7 ft longer and has about 700 sq. ft less sail

## YACHTING WORLD ANNUAL

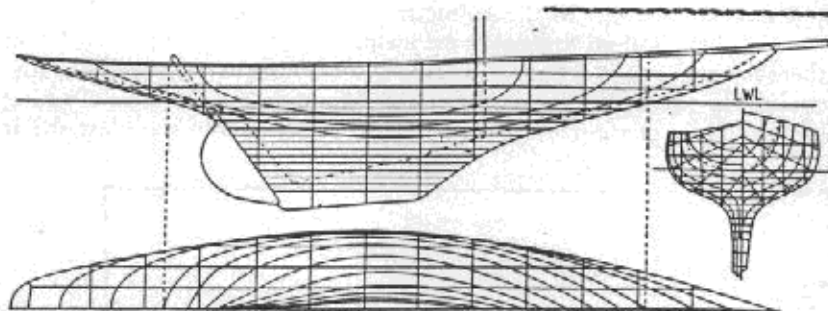
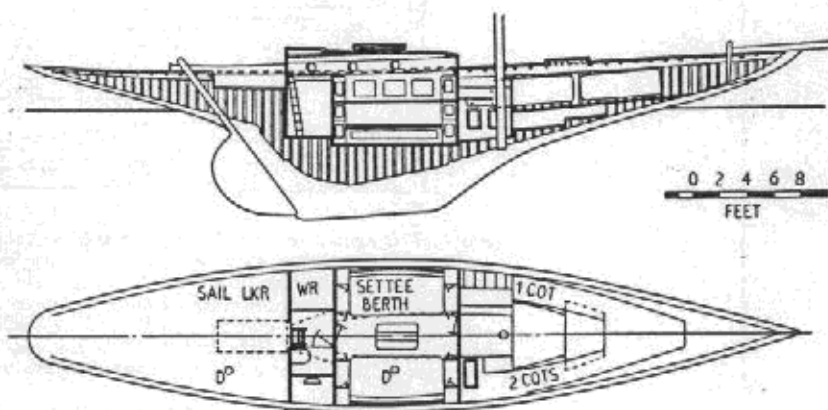


Fig. 8. An elegant 35 ft L.W.L. fast cruiser of sensible shape for her purpose, designed by Sir Thomas Glen Coats to the B.R.A. Rule which, it was hoped, would replace the I.Y.R.U. Rule in about 1914; unfortunately it never caught on. Her displacement was 13.3 tons and her sail area was 1,900 sq. ft in a gaff cutter rig. A present day 35-footer for offshore racing displaces 13½ or 14 tons and is driven by about 1,000 sq. ft of sail and is correspondingly dull in a light wind

Fig. 9. The accommodation plan of the 35 ft L.W.L. fast cruiser shows that the accent was much more on speed than on cruising. There were berths for two in the saloon and for four professionals in the fo'c's'le. Owners building 35-footers nowadays expect to be able to sleep eight or nine in harbour



useless except for cruising and handicap racing. This does not, of course, apply to the R.O.R.C. and C.C.A. rules where a boat can measure at any rating within the top and bottom limits allowed and her rating will decide, for example, whether she will be at the top of Class III or the lower end of Class II.

One amateur designer of yachts to the I.Y.R.U. Rule (a shipbuilder by profession, but an amateur in yacht design) was Fred J. Stephen, who designed a series of yachts to which he gave the name *Coila*. *Coila III* won the Sewanhaka Cup for 6-metres in the U.S.A. and brought it home to the Clyde in 1922; she twice successfully defended it in subsequent years.

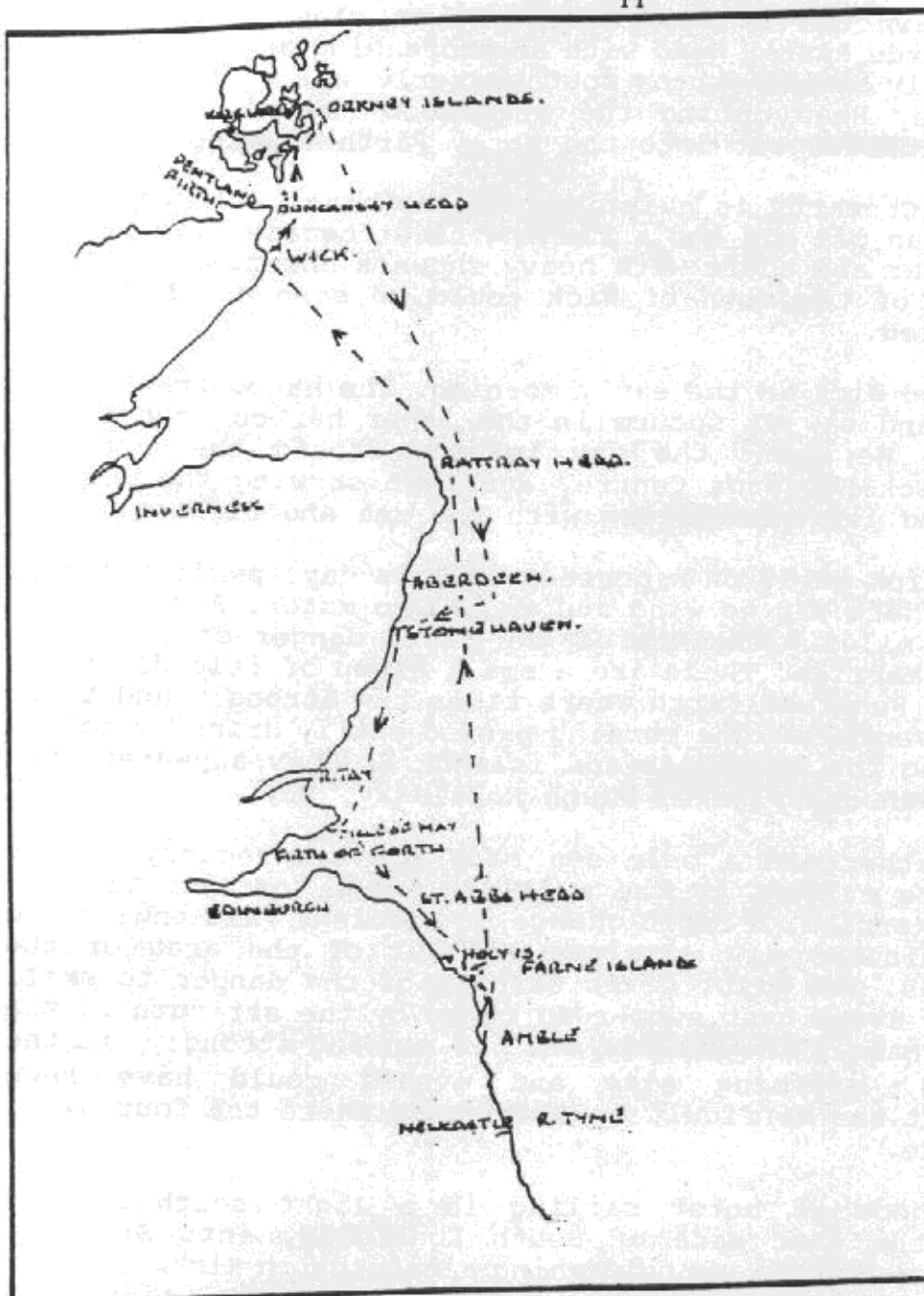
Another famous Clyde amateur was Sir Thomas Glen Coats, first Commodore of the Clyde Cruising Club, who studied design with the late Alfred Mylne. He came of a great yachting family, which between 1886 and 1920 owned a list of boats running into thousands of tons and ranging from small raters to 500-ton steam yachts. He designed some twenty boats ranging from 18 ft up to 15 metres and including several 8-metres and 12-metres. His

12-metre *Iris* was top of the class in 1927 and second to the Nicholson *Mouette* in 1928. His last three boats were the 8-metres *Helen*, *Sappho* and *Pandora* designed in 1938. Unfortunately it was impossible to secure the drawings of any of his later boats, but Figs. 6 and 7, a design for a 12-metre, and Figs. 8 and 9, a design to the old Boat Racing Association rule (now revived in the 5.5-metre Rule) are sufficient to show the very high quality of his work; both look as though they would do well in a breeze. The B.R.A. Rule, incidentally, was devised during the First War by Maldon Heckstall-Smith, to whom we owe the deservedly popular R.O.R.C. Rule, but, perhaps unfortunately, it was never adopted and the I.Y.R.U. Rule continued with its tendency towards narrow pot-bellied lead mines.

The I.Y.R.U. Cruiser/Racer Rule now current appears, so far, to be producing admirable boats, but there are all too few of them.

There are today amateur designers who are producing apparently excellent boats, but a lapse of time is necessary before the quality of their work can be properly assessed.





# NAIAD TO ORKNEY BY NEAL HILL

NAIAD was built to  
the Englyn design  
in 1936 by Elkins  
of Christchurch

26.5 X 22.5 X 8.5 X 4.5

7 tons TM

Planning a cruise on Naiad for the summer of '92, thoughts turned to an area I had not visited before, the Orkney Islands. From Amble in Northumberland, Naiad's home port, is a passage of about two hundred and fifty miles in each direction. The east coast of Scotland has deepwater harbours conveniently placed, and smaller drying harbours between. Most harbours are commercial with fishing fleets, but with the exception of the oil harbours Aberdeen and Peterhead, welcoming to cruising yachts.

The crew for the trip were my sixteen years old son Nathaniel, a friend John Lilley and myself. I have owned Naiad for sixteen years and the other two have sailed onboard for all of this time, Nathaniel in the early years in a carry cot. Naiad is an Englyn design.

We left Amble on a sunny June morning. Winds for the first day were variable and light but mainly from a southerly direction. We headed north to pass to the east of the Farne Islands, then to head for Rattray Head a hundred and forty miles to the north; the course taking us up to forty miles offshore.

Before dawn the loom of Aberdeen was clearly visible. We continued towards Ratray Head with an increasing and veering wind which eventually became strong southwesterly on a warm sunny day. Rounding Ratray Head during the afternoon the wind fell much lighter as we headed out into the Moray Firth towards Wick.

Sea area Cromarty is quiet. We saw nothing until dark when the lights of an oil rig and a fishing fleet became visible. The wind was lighter and there were heavy showers about. Just before dawn the loom of the town of Wick could be seen and Noss Head light identified.

We entered Wick in the early morning. The harbourmaster was very helpful and saw us secure in the inner harbour convenient for the town. We spent the day looking around the town and visited the Wick Heritage Centre, a museum showing the history of the town and its association with the sea and fishing.

We left Wick early on a perfect summers day; perfect except for sailing. There was no wind and we had to motor. A course was set with four miles clearance of the first danger of the trip, the Pentland Skerries. These are a small group of islands in the middle of the Pentland Firth where tides run strongly and there are rips and overfalls. The morning passed easily drinking coffee and identifying the headlands and islands as they appeared over the horizon; Duncansby Head, South Ronaldsay, Hoy.

Fine weather and a calm sea made for complacency and it suddenly became evident by the swirling water that we were too close to the Skerries. A rapid change of heading, full engine and a few tense minutes saw us clear and out of the area of the strongest tides. The pilot gives warning of the danger to small craft of being swept over submerged rocks by the strength of the current. Fortunately the current was not running strongly and the sea was calm, anything else and events could have been interesting. It was difficult to understand where the four miles offing had gone.

An afternoon of motor sailing in a light southeasterly breeze along the east side of South Ronaldsay, into Stronsay Firth, Shapinsay Sound, and by evening alongside in Kirkwall. The town of Kirkwall is a delightful place, very clean, tidy, and friendly. People have time to talk and cars in the town wait for pedestrians to pass. St. Magnus Cathedral is impressive. The Kirkwall sailing club on the quay offers hospitality and showers.

When Naiad is lying in harbour she is often the subject of comment and question. Talking to a local yachtsman on the jetty, when I said she is a Harrison-Butler he told me that there was another nearby. He was able to give me the telephone number of the owner and we spoke. Unfortunately we were unable to meet, but the yacht is Dilys and Joan wrote of her in the Winter '91 newsletter.

Time was short and we must head for home. The cruise had been limited to the east side of the islands with no time to visit Scappa Flow which must wait until next time. We left Kirkwall with a perfect forecast of northeasterly force four, and when clear of the islands set a southerly course for Ratray Head. Night saw us passing the Head with a strong northeasterly and a big following sea. Naiad behaved perfectly. As a wave crest reached the stern a touch of helm was all that was necessary to hold her straight and off she charged until the next sea arrived.

Sail was well reduced but we covered a hundred and fifty miles in under twenty four hours. Life onboard was comfortable and I was helming from under the spray-hood with a turn of the sheet end around the tiller. Morning saw us approaching the coast and in moderating wind and sunshine we entered Stonehaven, twenty miles south of Aberdeen on the Scottish east coast.

Stonehaven is an attractive town and the harbour and quay buildings often appear in calendars. There is a sailing club that welcomes visiting yachts, and the pubs around the harbour supply good meals and beer. During the morning we moved Naiad to the inner harbour as there was a surge working in, and dried out alongside the quay, very necessary to be able to do when cruising this area. In common with many east coast harbours it has storm gates that are lowered during heavy onshore weather. Not tonight though, the wind had died and the sea was calm.

Another summers day as we sailed in a light easterly breeze across the Tay estuary, St Andrews Bay, and around Fife Ness to go up the Firth of Forth to Anstruther. The following day was spent in harbour with rain and a strong south easterly wind. Under these conditions it is a slow, wet, and uncomfortable beat out of the Firth of Forth and south to St. Abbs head. Tides run strongly and confused seas build up. It was a relief when the tide had fallen and we were dried out alongside the quay; fait accompli. The day was spent around the town and visiting the Scottish Fisheries Museum where there are several restored traditional fishing boats.

The following day had a better wind forecast of northeasterly, but up to force six. The mainsail was deep reefed and small headsails set as we headed for May Island at the mouth of the Forth. A temporary lee allowed coffee to be made before heading for St. Abbs Head thirty miles to the south. The sea was very confused with todays northeasterly sea, the remains of yesterdays southeasterly swell, the backwash from the cliffs, and all this with wind against tide. Naiad romped through it with only the occasional sea dropping on deck. Clear of St Abbs we headed for Holy Island and again got a lee by going through the Inner Sound, the passage between the Farne Islands and the mainland.

Amble entrance is shallow and exposed to sea from north to east. We approached with some apprehension as the sea was heavy and the entrance does demand respect under these conditions. It was highwater, and before we were finally committed to enter it was clear that the sea was not breaking on the bar; we surfed between the piers into the harbour. Handing sail we realised how strong the wind was, the forecast now talking of a northeasterly gale. We had covered seventy miles in ten hours.

During the cruise Naiad showed how good she is at sea in strong conditions. We made some fast passage times with the wind abaft the beam and were able to sleep and cook with reasonable ease. There was no need during the cruise to sail to windward into strong winds, however if we had sailed from Anstruther into the strong southeasterly, while it would have been a slow and uncomfortable passage, Naiad has proved in the past that she is very capable of it. I do not feel the need to prove everything these days.



## TWO EARLY DESIGNS DISCOVERED

by MARK MILLER

Claud Worth's book 'Yacht Cruising' is one of the classic sailing books. There were four editions between 1910 and 1934, each being revised and enlarged as the author's experience increased.

A copy of the fourth edition has been on my shelves for many years, but it was only on a visit to a book dealer in Ely, prior to the HB supper at Woodbridge, that I was able to acquire a first edition. It is an interesting coincidence that this has on the flyleaf the signature of F.B.R. Brown who wrote the article on Amateur Yacht Designers which is reproduced elsewhere in this newsletter.

What is even more interesting is that this edition contains a hitherto unknown design by T. Harrison Butler. Even Joan did not know of its existence!

Claud Worth makes no comments on this design, merely remarking in his preface "Most of the drawings in this book have been made from sketches and dimensions in the log books, by my friend Mr T. Harrison Butler, who has also contributed a design for a single-handed cruiser."

The drawings in the book are to a very small scale but it has been possible to enlarge these on a modern photocopier though distortion of the lines may have occurred. Even allowing for this the lines show a handsome vessel with a reasonable beam to length ratio and moderate draught.

The term single handed cruiser was very much in vogue at the time. In those days anchorages and moorings were far less crowded than is the case today. An experienced man would be able to get her underway under mainsail and jib, particularly if the latter were set in stops or on a Wykeham Martin furling gear, which was first patented in 1908. Reefing the 387 square foot main would not be easy. Maybe the term single-handed was a little elastic. Possibly a wife or young son would not be counted yet could take the helm when the single-hander needed to change sails.

A noticeable feature of the accomodation plan is the very shallow, no doubt watertight, cockpit. Not a place to enjoy a night watch in bad weather. The loo with wash basin over is also prominent and in the same position that it occupies in many designs today. There is no sign of a galley. Presumably one was hidden away behind the cupboard doors alongside the companionway steps.

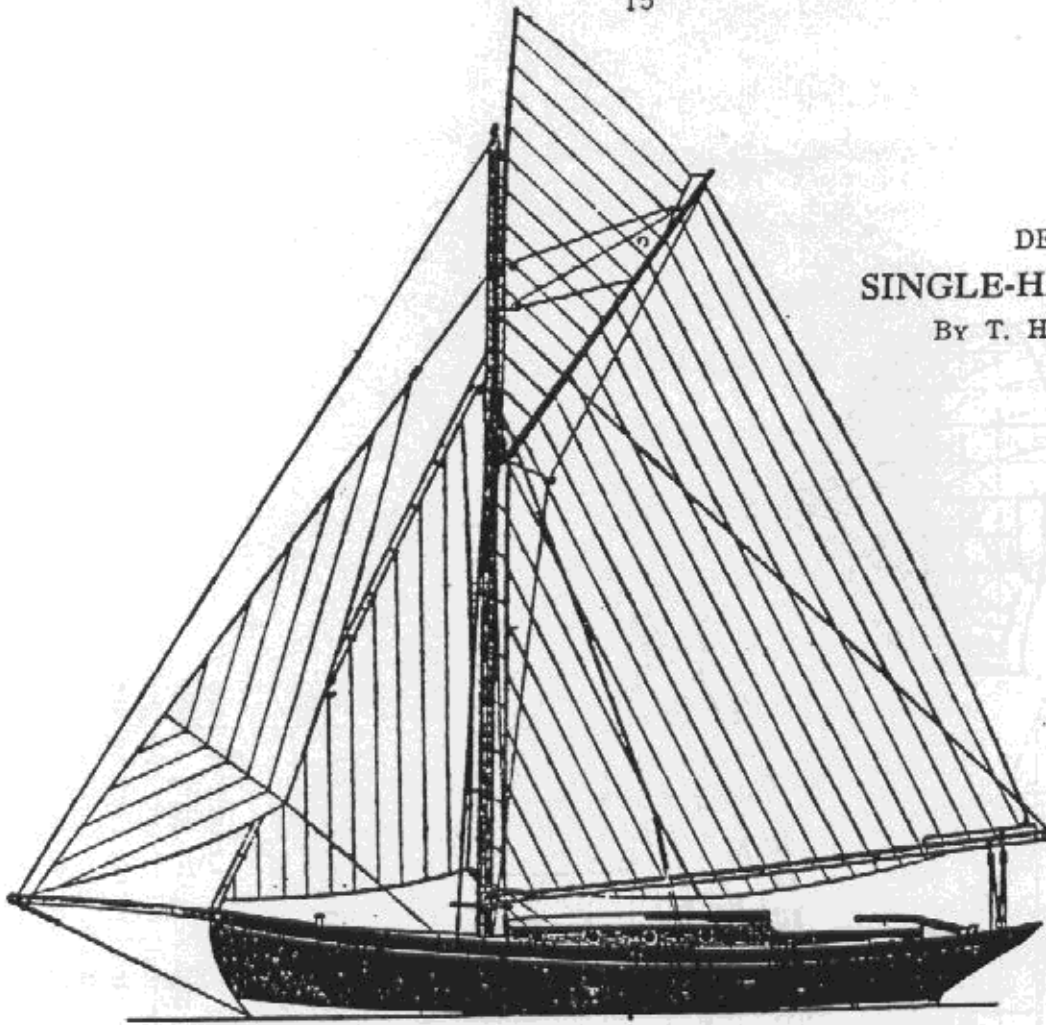
As far as we know no yachts were ever built to this design. If there had been I feel sure their owners would have been pleased with them.

The second design was published in Yachting Monthly in September 1912 and again I believe our President was not aware of its existence.

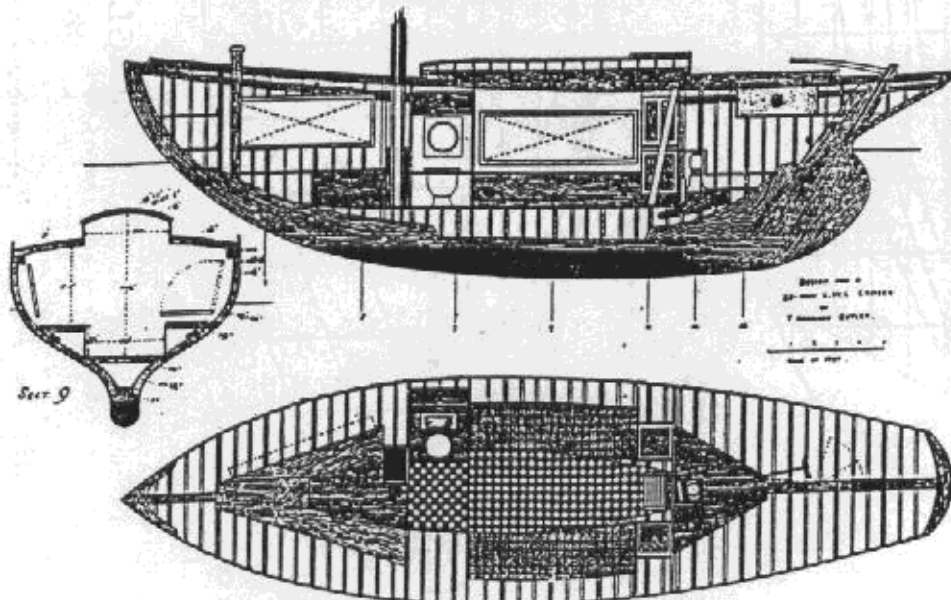
Studying the two lines plans reproduced herewith to as near as possible the same scale, 3/16 inch to 1 foot, one has the impression that the larger is an enlargement of the smaller. Support is given to this idea by the fact that multiplying the single hander's linear dimensions LOA, LWL, Beam, Draught, by a factor of 1.18 gives the dimensions of the 17 tonner.

Perchance we have found an early example of the change of scale procedure which was used years later by Harrison Butler to produce the Khamseen A design from the Zyklon lines.

DESIGN FOR A  
SINGLE-HANDED CRUISER  
By T. HARRISON BUTLER

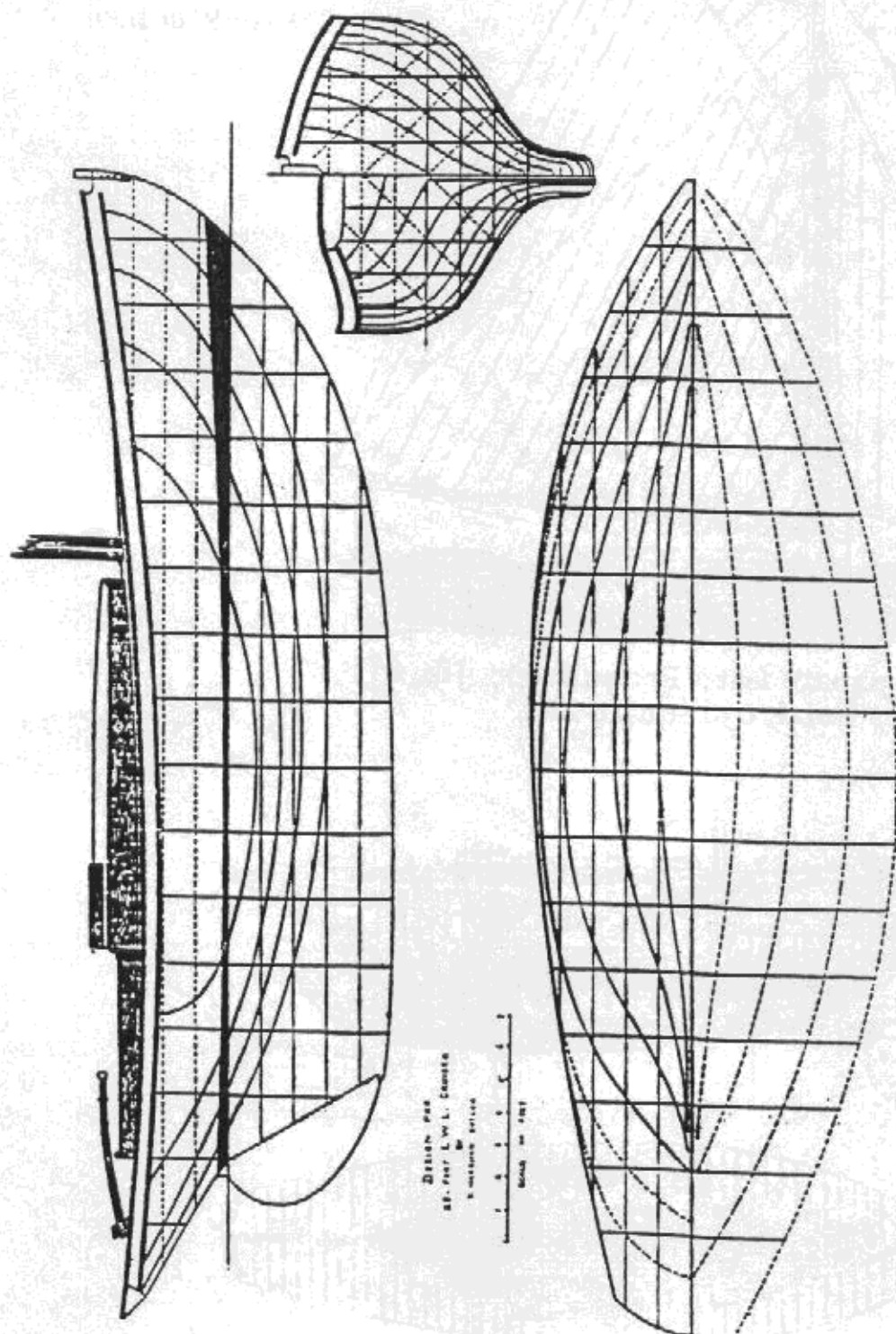


AREA :—Mainsail, 387 square feet; Foresail, 96; Jib, 83;  
Topsail, 70; Total, 636 square feet.



SCANTLINGS.—Plank, pitch pine  $1\frac{1}{2}$  inch off saw. Deck, Baltic red wood,  $1\frac{1}{2}$  inch, fastened with  $2\frac{1}{2}$  inch galvanized nails driven straight through and stopped. Deck caulked and payed, and dressed with oil and ochre. Deck beams, English oak spaced 12 inches. Two mast beams and one at aft end of cabin, 3 by  $3\frac{1}{2}$  inches. Other beams oak or larch, 2 by  $2\frac{1}{2}$  inch. Bollard beam 3 by 3 inch. Beam shelf and bilge stringer, pitch pine,  $1\frac{1}{2}$  by 6 inches. Frames, double

to turn of bilge, spaced 2 feet. In counter single spaced 1 foot. Timbers,  $2\frac{1}{2}$  sided by 3 inches at heels and  $2\frac{1}{2}$  inches at heads. Bent timbers, Canadian rock elm,  $1\frac{1}{2}$  by  $1\frac{1}{2}$  inch, two in each bay. Keel, English elm 6 inches moulded depth. Stem and sternpost, sided  $4\frac{1}{2}$  inches. Floors, galvanized wrought iron, one on each sawn double frame, at throat 3 inches by  $\frac{1}{2}$  inch. Arms 18 inches long, tapering to 2 inches by  $\frac{1}{2}$ .

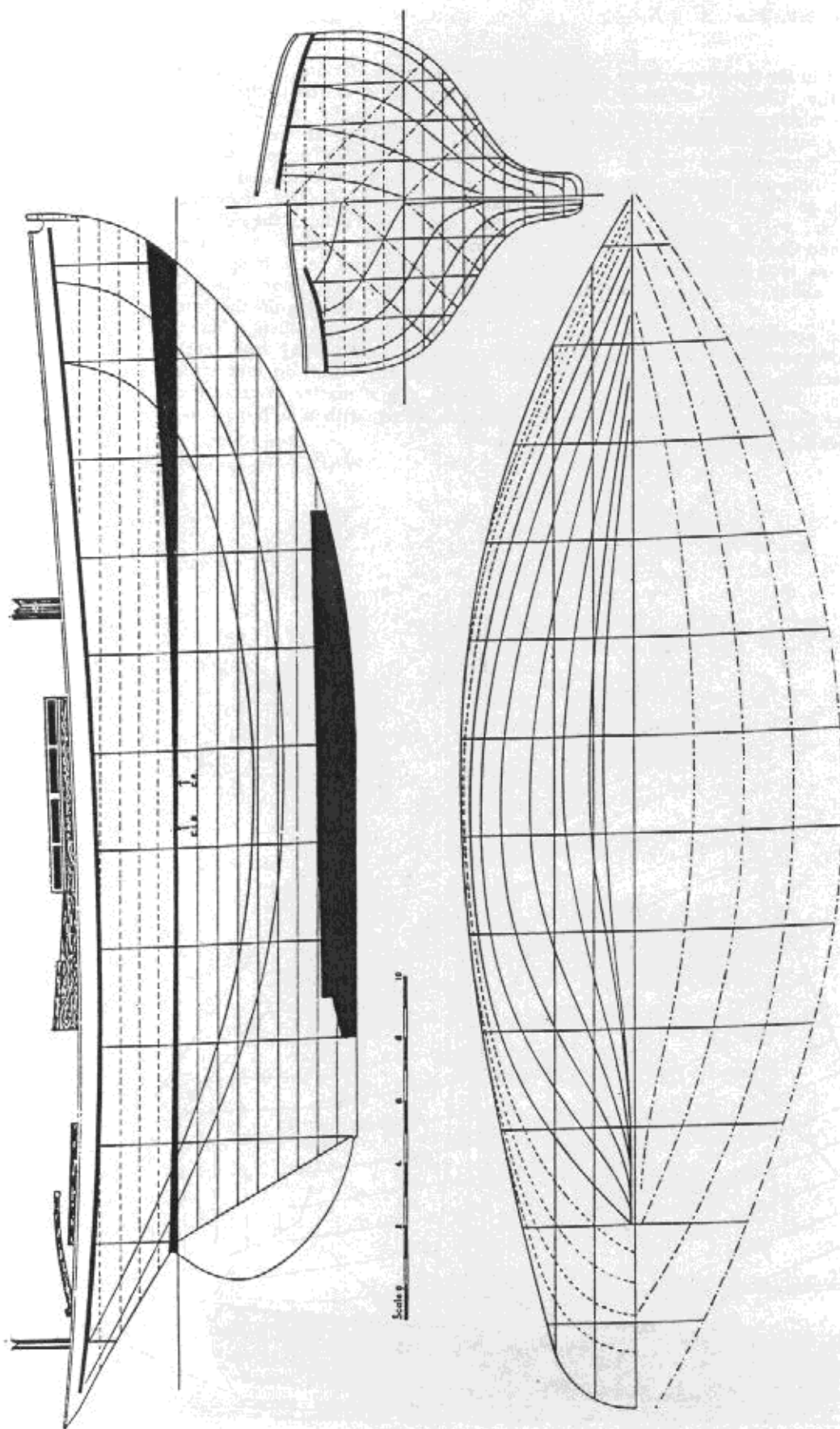


## SINGLE-HANDED CRUISER

By T. HARRISON BUTLER

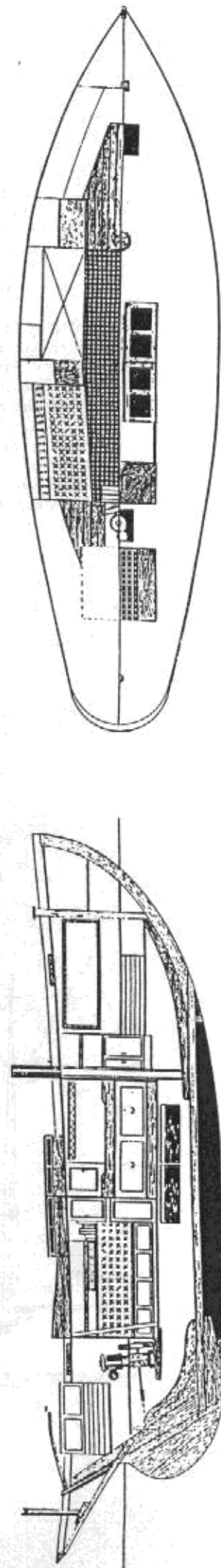
*Dimensions.*—Length over all, 35 feet. Length on load line, 28 feet. Beam, 9 feet 8 inches. Draught, 5 feet. Thames tonnage, 10·8. Displacement, 9·65 tons. Weight of lead keel, 3·6 tons. Area of lateral plane, 117·5 square feet. Area of midship section 21·12 square feet. Centre of buoyancy from fore end of L.W.L., 15·7 feet. Centre of lateral resistance ditto, 15·7 feet.





A 17-TON AUXILIARY YAWL, DESIGNED BY MR. T. HARRISON BUTLER.

L.O.A., 41'3ft.; L.W.L., 33ft.; Beam, 11'4ft.; Draught, 6ft.; Displacement, 14'9 tons; Iron Keel, 4'9 tons; Inside Ballast, about 1'4 tons.

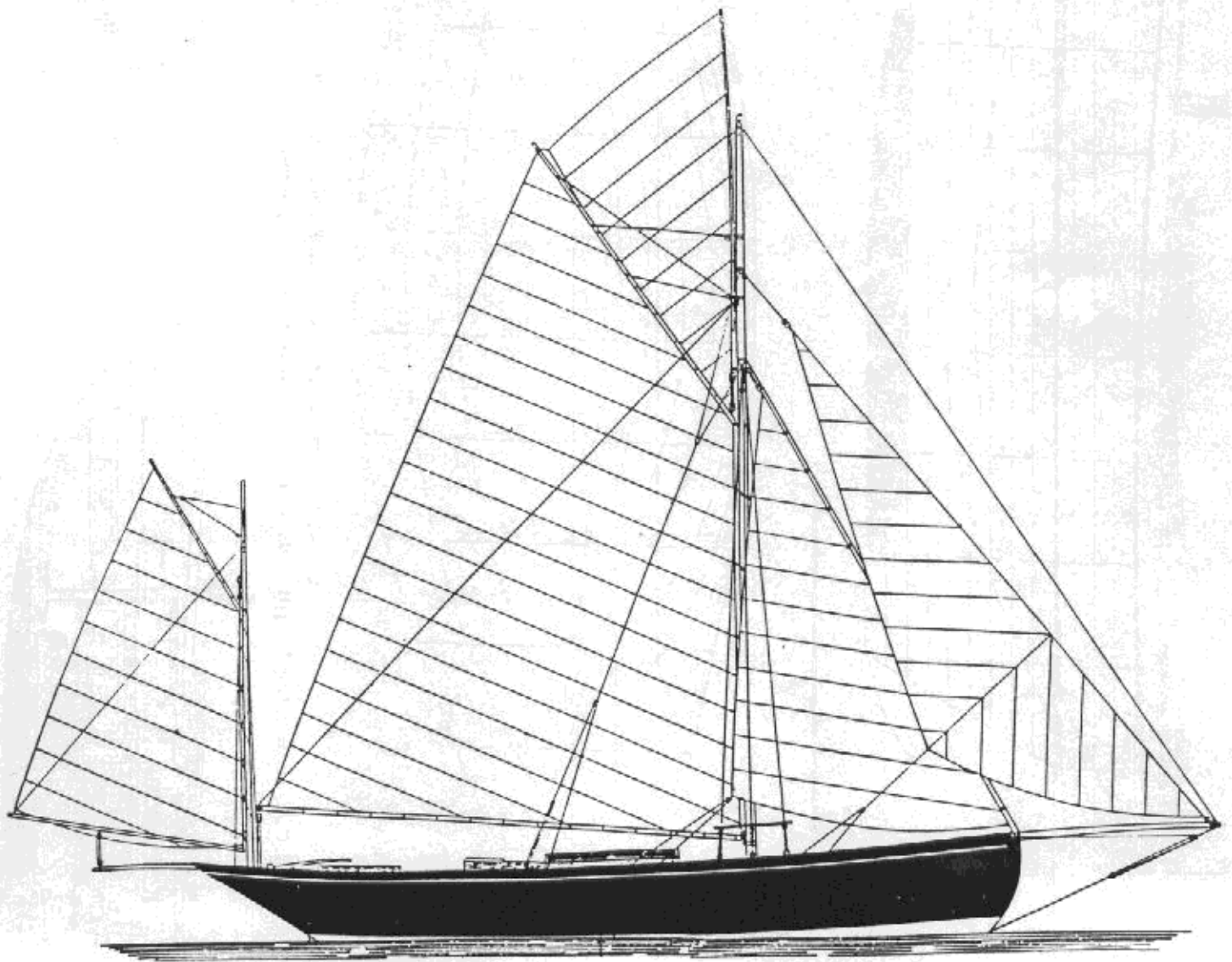


## A 17-ton Cruiser, designed by T. Harrison Butler.

THIS design was sent in for the competition promoted by the German Cruising Association. A cruising yacht was asked for, not longer than 10 metres on the water-line, and not drawing more than 2 metres. There were to be two cabins, and an auxiliary motor powerful enough to drive the boat at 4 knots. The yacht was to be suitable for cruising on the Baltic and German Ocean. In other words, a sound sea boat of moderately shallow draught of about 20 tons was demanded.

The design is founded upon Maud's, but the fore foot has been deepened, and a short counter with canoe sections takes the place of Maud's canoe stern. We are inclined to think that the counter would look better if less steep and fitted with a taffrail bulwark;

but it would be no more efficient. The scantlings are those stipulated in the competition, namely, the German Lloyd's scantlings for cruising yachts; but Maud's are considerably in excess of Lloyd's, and are more desirable if real open sea work is contemplated. The judges rejected the design for the following reasons: The toilet room in front of the sleeping cabin did not meet their requirements; the bowsprit was too long; and, in their opinion, the 8-10 h.-p. Kelvin motor would not drive the boat at 4 knots an hour. As regards the last opinion, we do not agree with them. Maud herself goes 2.5 knots with a  $2\frac{1}{2}$  h.-p. Seal motor, and therefore she would do four with a 10 h.-p. Kelvin. As a matter of fact, the winning design is fitted with a 6 h.-p. two-stroke motor!



SAIL PLAN OF THE 17-TON AUXILIARY YAWL.  
Total area, 86.58 sq. metres.

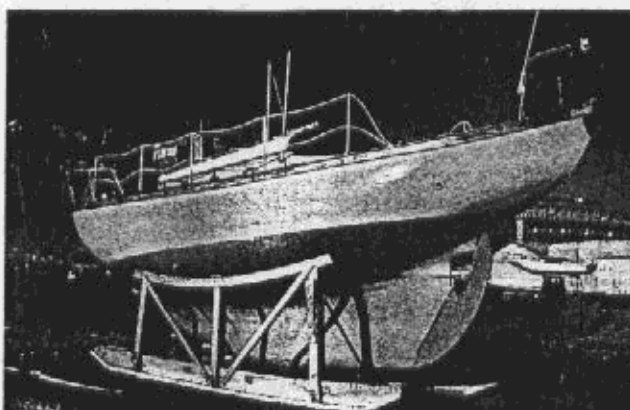
## DID YOU NOTICE ?

The photograph on page 101 of January '93 Classic Boat of students at Lowestoft International Boatbuilding College working on the laid deck of a 27 ft Harrison Butler design.

Presumably this is the OMEGA for Bob and Margaret Lamb, mentioned on page 3 of our Winter '89 Newsletter.

I envy them in having a boat of their choice built in wood to such an obviously high standard. But what are those massive posts on the foredeck forad of the hatch?

Another photograph, this time from June '92 Yachting Monthly, page 40. Could she be a VINDILIS design? (See HB NL Winter '89)



*E. Garzetti sent us this photo of his 8m LOA, 5.75 ton yacht, built by 'Scheepswerk, Vilkeveen, Amsterdam'. She is believed to be a Harrison Butler design of around 1935, and her former name was Skua. He would be most grateful for any information. Please write to him at Viale Italia 57, La Spezia 19100, Italy*

A mention in the Old Gaffers Association Newsletter, No 3 of 1992. Ian Wainwright, reporting on the OGA Shotley Point Classic Boat Festival, wrote: "The Harrison Butler FLEETWING, with the outward appearance of being a very sensible little cruiser, amazed me with her consistant windward performance. Really, have modern yacht stylists learned anything compared with the amateur efforts of the good doctor?"

## DRIPS

Wooden boats can leak through the bottom or through the top. Of the two, deck leaks are the more annoying. Our bilges are dusty, the deck, cascover sheathed, is tight, but the gaskets in a couple of the port holes have perished and in heavy spray they drip.

The manufacturers of the items, when they finally deign to reply to letters, offer no solution.

We have tried both square sectioned and cylindrical neoprene cord. This improves matters but is not perfect. I think we need a harder material with a section like this:



Have any members solved this problem?



## THE EDITOR APOLOGIZES

for the delay in producing this Newsletter. Despite the mixed weather we enjoyed a good summer cruise, from Mylor to the Summer Isles at 58° N. Both the outward and return passages were made via the Isles of Scilly and the East Coasts of Eire and Ulster.

In the late autumn we cruised locally including a long weekend to Fowey, the Yealm, Cawsand Bay and a most peaceful overnight anchorage in the Dandy Hole on St Germans River.

Early in November we were hauled out into a fine big shed at a local boatyard. We have never spent a winter under cover and we were keenly anticipating the pleasure of working on the boat when we wanted and not just when the weather allowed.

The yard staff are friendly and advised us to drape our overall winter cover over the hull as they do some occasional spray painting nearby.

Being a big tough stubborn character I humped our heavy canvas cover out of the car boot, onto my shoulder, across the yard and up the ladder on to the deck.

I just managed to drive home and get to bed. Our GP diagnosed sciatica and prescribed bed, painkillers and patience. After a fortnight I had exhausted the latter and Priscilla was also exhausted mentally by frustrating visits to the library in search of readable paperbacks which I had not already read.

Friends advised us to try the local Chiropractor and having expected a white coated charlatan one stage removed from a witch doctor rattling bones in a coconut shell, I was amazed by his professionalism. After Xrays to locate the problem and a series of visits involving massage, manipulation, ultrasound and some psychology I am now walking normally and survived an all day visit to the London Boat Show.

Walking, swimming and cycling are recommended to complete the cure. Walking is acceptable as I can think about other things, like producing newsletters, while striding along. Swimming is something I have only enjoyed in heated pools in the tropics.

Priscilla has been thinking for some time about having a bicycle for local transport when I am using the car. Yesterday she went out and returned with a 1993 model with eighteen gears.

The two lever gear change baffles me and I look back fondly to my trusty BSA which cost £5 19s 6d in 1937 complete with a one lever three speed gear.

Another problem is that I've just cycled round the block and feel saddle sore - but I'll save that excuse up for next time .....

## BOATS FOR SALE

MARY GRAY Z4 Lying at Erith Yacht Club

See second paragraph of our President's Letter in this Newsletter, then contact Diane Chasteneuf, 51 Ludderdon Road, Erith, Kent DA8 1NQ

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DORADO OF KEYHAVEN Englyn Under Renovation  
Jim Buttons, 20 Cranbrook <sup>SOLE</sup> e, Esher, Surrey KT10 8DW  
Phone 081 398 8474

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FREE SPIRIT Philesia Design Under Renovation but work started  
Complete with sails and spars but no engine

Lying Trowbridge £1000 negotiable

(See NL 34 & 35 for details of design)

John Paten, 10 Hadon Road, Trowbridge, Wilts BA14 8EJ

Phone 0225 763793

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## THE EDITOR'S LAMENT

The Laying-Up Supper was most enjoyable. My only regret was that there were no speeches as I was all prepared to make an impassioned plea for Newsletter contributions.

I even had my text ready, taken from Exodus, Chapter 5, verse 18:

"Go therefore now and work; for there shall no straw  
be given you, yet shall ye deliver the tale of bricks."

Later I was given a little straw and my thanks go to Peter Mather for sending the article on Amateur Designers from Yachting World Annual 1961 and to Neal Hill for his account of NAIAD's summer cruise.



