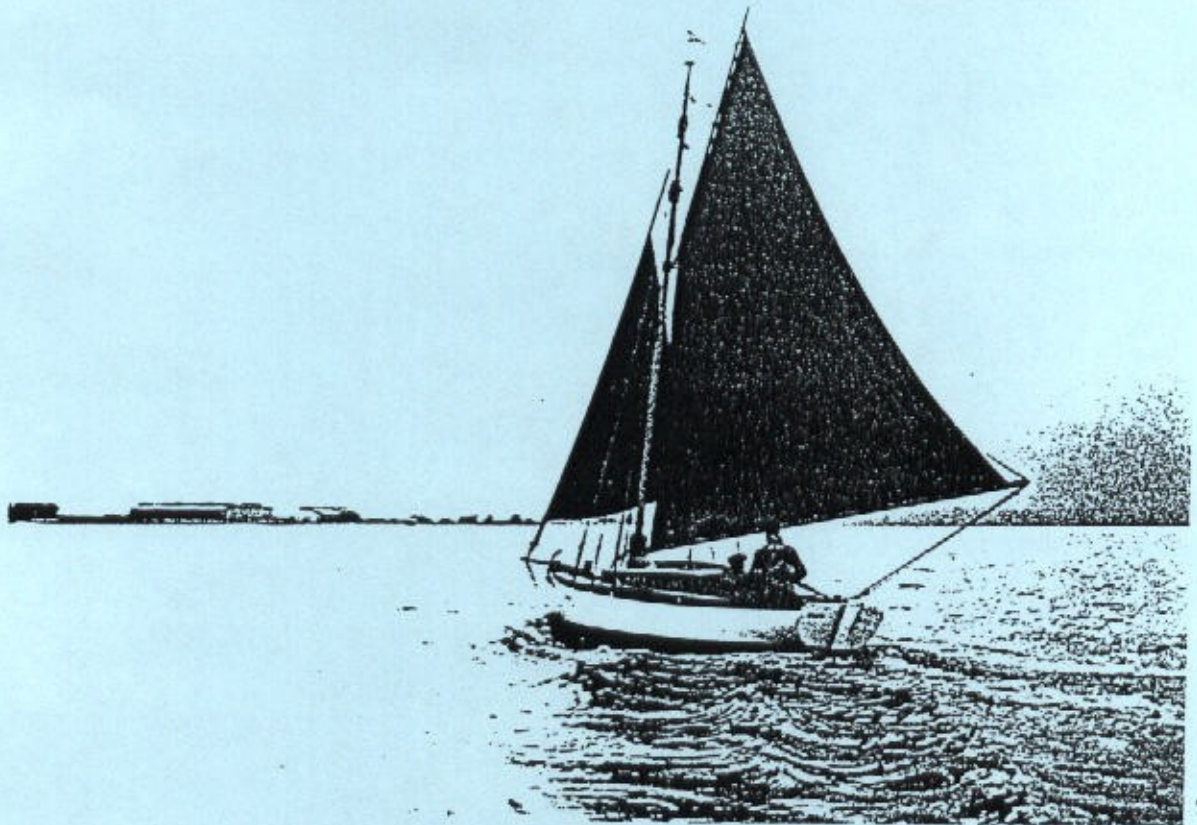




# THE HARRISON BUTLER ASSOCIATION



Newsletter No: 42

Winter 1995



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## THE PRESIDENT'S LETTER

2 The Chestnuts  
Theale.

November 1995

Dear Members,

I've now returned to Theale, to hibernate and must hurry to get this to the Editor as I have already been overtaken by the deadline. As usual, I shall begin with the bad news.

Any members who knew Ruth Mather will be saddened to know that she died on August 20th, the day before her seventy-second birthday. Her health had been precarious for many years and this summer, after several weeks in hospital, her heart finally gave up the struggle. Patrick Gibson kindly drove me to Woodbridge where we joined other members at her funeral and were able to express our sympathy personally to Peter and his son and daughter-in-law, James and Penny. Thus, part of the HBA family was with him and he knows that we share in his sorrow. For those of us who knew Ruth there is a hole in our lives which cannot be filled and she will be particularly missed by the denizens of Woodbridge and the Deben.

James Crawford's son wrote to tell me that his father had died on September 5th but it was too late for me to do more than write to Inez. I last saw James and Inez when they came on board Alexa just before last year's Laying-up Supper and he was so very sad at having had to sell Zircon (on account of the limitations of old age) that I wonder whether perhaps death came as a consolation. But that still leaves Inez who has to continue without him and I am very glad to learn that she wishes to remain as an HBA member.

You will see several new names in the Autumn Supplement, some of which result from changes of ownership. One or two of the previous owners have resigned but most, I'm glad to say have remained with us. A few HB boats have left the fleet, having been sold to people who have not as yet joined but I hope that, at worst, I shall be able to keep tabs on where they are even if they don't rejoin. There are more of these escapees than I like and some of them are taking a long time to track down.

Ballerina (Z.4) has gone to Stephan Morf who lives in Winterthur which, I've discovered, is about mid-way between Zürich and Lake Constance. If she sails on the Lake, it will be interesting to see how far below her designed LWL she floats in the fresh lake-water. Perhaps she should have a plimsoll line marked on her hull?

Zephyr (another Z.4) is now in Germany so our foothold "on the Continent" is becoming ever firmer. All our new members, both Full and Associate, are most welcome and I hope that they will be able to grace our annual functions occasionally. Many members will remember when Bob and Manette van Hooghten used to come regularly from Belgium to our AGMs. Colin Schoeman and Marit Visser, who joined as Associate members at Woodbridge, on the day they arrived from Holland, have written to say that they have every intention of attending next year's AGM.

Mention of annual functions brings to mind our recent Laying-up Supper at Woodbridge. Peter Mather carried on with the organization, despite the intervention of Ruth's death and, after a deal of telephoning by him and me, we managed to muster 24 members, one of whom, Andrew Craig-Bennet, joined on the spot. Ironically, Peter wasn't able to get to the Supper until near the very end as his son James was being inducted into his new parish that very evening. Actually, James's new appointment is fortuitous as he and Penny and their family now live in Suffolk within reasonable reach of Peter who has no car himself.



Mac McKinney very generously and trustingly lent Keepsake to Jill Betts, David Burnett and me for the night, in the Tidemill Marina, while he and Debbie slept ashore in Mac's cottage. I had an unusually wakeful night and I have never been shipmates with such silent sleepers. Mac and Debbie returned for breakfast and later, she was visited by the members who had stayed in Woodbridge overnight. She was the only HB boat present.

And, while on the subject of Laying-up Suppers, next year's will be at the RSYC'S clubhouse at Gin's Farm. In the absence of our Social Secretary, (South Coast) I thought I'd better get a date fixed before all their Saturdays were booked up. I had a warmly welcoming letter from the Steward confirming that September 14th would be reserved for us. Details will come in the Spring newsletter.

Other dates to note are, February 24th, our AGM; details on the enclosed form; Peter Crook and Elspeth Macfarlane will be attending the International Festival of the Sea in Bristol, May 24th - 27th. They have a Hillyard (Dorma) which may, by then, sport an HB table but it would be nice to have THB represented there by more than a table. The Brest 96 Festival runs from 13th - 20th July.

Have you seen all the references to THB and HB boats - and non-HB boats which have appeared in the yachting journals recently, including an account of Omega's restoration (Boatman, September issue)? I have been kept quite busy writing to correct inaccuracies. I wish more writers would follow Tom Cunliffe's example and gather information from the horse's (mare's) mouth before going into print. Tom came to The Chestnuts and spent what for me was a most enjoyable and interesting day and I managed to fix with the Theale Medical Centre that I could receive his Fax the next day on their machine and I was able to telephone and make amendments where necessary. Another bonus from Tom's visit is that he and Ros are now Associate members.

I forgot to mention in our last issue that Paul Rawlinson had a very interesting two-part article on Westmacott which was published in Classic Boat recently. Another omission was the name of the boat on our cover, which was Seasalter, taken by my brother Rupert when he owned her. I had chosen it for the especial benefit of Steve Phillips as she is sistership to Galatea. She was built - as a Bermudan yawl, by Anderson, Rigden and Perkins, for the Andersons' own use. There is another Seasalter (Aristene design) which was built in Australia but is now in New Zealand. As a follow-up to Steve's letter, we are featuring the Fastnet design. I think we may have used this design before but not for a long time and it will be new to many members. It was designed to be long enough to take part in RORC races, hence the design name. She is, as far as I know, somewhere in the Caribbean.

We have been quite lucky this time with contributions for the newsletter so I hope it will stimulate other members to write a few words. It makes a much more interesting publication if we are able to draw upon several new sources.

At the end of June, Watermaiden put into St Mawes on her way back from the Azores and spent two or three days while waiting for a fair wind up the Channel so we were able to spend a bit of time together before Geoff moved on to Cremyll. Much later, his departure for the West Indies was delayed by 'the wrong sort of weather' and I was just able to catch him in time to say, 'yes please' to his suggestion for a description of the removal and replacing of Watermaiden's keel and he improved upon the less than shining hour by writing what you can now read. I have just had a postcard from him from La Coruña (30th October) saying, 'Seem to have had headwinds and southerly gales all the way. Watermaiden, of course, didn't seem to mind. Good to be back in Spain again. Next stop Bayona or Vilamoura'. I hope he laid in stocks of tinned smoked sardines if he did go to Bayona.



Not a cheep from Alessandro since early April when he phoned his brother from Cape Town : what has happened, I wonder? Usually, he writes to tell me where he is. He's achieved a very large chunk of his circumnavigation: I only wish he had enjoyed it.

I wrote to Jane and Kenny Coombs because I was very concerned for their safety, not to mention Cora's, because of the hurricane which swept through Antigua. Happily, all is well with them and very little damage to Cora's A.. although there was devastation all around and the bay is now known as 'Demolition Bay'. I am very relieved.

I've had a very friendly letter from Matthew Holliday - not that I deserved it for he had waited over a year for a reply to his previous letter. He has sold Quest of Sydney - which confirms the message I had received on the HBA grape-vine - because he needs a larger boat. He has bought a Robert Clark (Favona design). Robert's designs were approved by my father and he was particularly impressed by the performance of Mystery, a very early if not the first of his designs to be built. Quest has been bought by John ('Steamer') Stanley who has had a lot of ocean racing experience and Matthew thought he might find Quest rather unassuming but it seems she will be the flagship of a Traditional Division of the Middle Harbour Yacht Club if John's plans come to fruition.

Jaslia too, has changed hands and Matthew has given me the name and address of her new owner so I hope she will be back with us soon. She has, apparently suffered a degree of neglect recently.

I was able to talk to Frank Hart when he was in England in the summer but we were not, unfortunately, able to meet. However, we were able to catch up with each other's news before he returned to Australia.

I have just returned from a few days spent with Tim and Wendy and Tim took me to see Yonne and we had a talk with Chris Cooper (ex-HBA) who is doing her restoration. We had time only to stroke her when Tim was bleeped and we had to return - but she looks good. Their three Siamese cats are an additional bonus when I stay with them. More to come?

I wonder what I've forgotten to say this time? I can't believe I shan't have afterthoughts but they will have to wait for the next newsletter which I shall strive to write before the Editors get restive, as I think they must be by now.

My best wishes to you all for whatever season it is when you receive the newsletter - Christmas, New Year, Sailing season or, winter chores. Whatever it is, enjoy it.

As ever,

Joan.

## IMPROVING 'DINDY'

We first met DINDY on the Hamble in November 1991 after a chance meeting with Ron Matthews who knew of a 6½ ton HB for sale. We had looked at ZENOCRATE and, sadly, found her a little small for the five of us. It was still winter when we bought DINDY round to Lymington and a 'proper' swinging mooring.

Since then we have had plenty of time to adapt details and to learn. Every attempt to make the old petrol engine run reliably seemed to make it worse and in spite of hundreds spent on the local agent's time the thing finally died in a flat calm and Solent spring ebb. We were saved and brought home from Gurnard by a Seagull 40-plus, on the Avon inflatable lashed on the quarter. Wonderful things Seagulls.

The new Volvo diesel starts at the touch of a button by the engineer, eight year-old Emily.

Various people had muttered things about weather helm. While I like a little weight so that the helmsman can steer from the windward side using tiller lines we have tried to follow lines given in 'Cruising Yachts' with small variations; I gather from Trevor Cheesman that DINDY once had a jib hoisted on the outer forestay with the 'staysail' actually on the three-quarter mastband triangulated with runners. We inherited the masthead jib but hanked staysail and no runners so, not liking the divergent luffs or sagging forestay, I scrambled up with a shackle and rearranged things while moored in Newtown one day. Interested that the weather helm had reduced from twenty-five to about twelve degrees in a moderate breeze, I decided that an interpretation of the 'original' sailplan must be a good thing.

Peter Sanders of Lymington came and chatted, measured and looked through the new edition of 'Cruising Yachts'; I don't let the older copy out of my sight.

We ordered a jib to set to the three-quarter hoist with as long a luff as the Wykham-Martin rollers would allow and wire halliard with a simple three part purchase. Runners are back, to keep the luff properly triangulated.

The new staysail has a clew which comes a little aft of the mast, and simple two part halliard. Two part sheets enable Caroline, twelve at present, to manage without winches.

The main, its luff tensioned at the tack and loose-footed, has almost no roach but fills the spars nicely. One of my pupils made me some beautiful white oak cleats for tack and outhaul lines and the cream cotton look-alike cloth just about matches the topsides.

Jonathan, nearly fifteen now, looks after the foredeck and Joy keeps an eye on us all as we cruise around the Solent; no energetic stuff, enjoying the peace that can still be found under clear skies or cloudy, or a quiet anchorage. We have a bucket which serves many purposes, no guardrails to trip over and a Cyclone II to be proud of. We were pleased with the attention DINDY attracted at Cowes this summer, even a Kentish family who had never been on a boat who wanted to see whether the 'beds went right up into the pointy bit.'

How lucky we are that HB not only designed wonderful boats but also recorded so much information on how to use them.

J.E.



## S U M M E R R E F I T

When, by the summer of 1985, I had been living aboard and sailing WATERMAIDEN, my Rose of Arden ketch for some six years, I decided that the time was right to carry out some major refitting. She had been in commission continuously, only being hauled out for bottom painting, and had sailed, albeit trouble free, through varying types of conditions.

Although very strongly built of mahogany on oak by Mashford Bros. in 1939 I thought it prudent to take a close look at the galvanised iron strap floors fitted every fourth frame. These I had always thought, in my cautious way, to be a little flimsy, enough perhaps to allow flexing. The plan was to remove as many as possible and brace the lower part below the cabin sole with transverse plates between the arms which would also serve as cross bearers for the sole itself.

At this time WATERMAIDEN was laid up in the shed at Mashfords' in Cornwall and one of the original builders, brother Ernie Mashford, often looked in with a word of advice. Working conditions were comfortable and ideal. So much so that she remained there several years while I acquired alternative transport! She became my leisurely summer project, during which time, due to the help of all at the yard, I learned more than a little about yacht construction and repair. The basic thing appeared to be that everything is possible and has usually been done before, a very positive atmosphere in which to work. Of course all facilities at the yard were close to hand and freely available, including a fully equipped store geared to wooden boatbuilding.

Prior to hauling up to the top of the shed out of the way we stopped over the pit and knocked out most of the keel bolts for subsequent renewal. These are 1 1/8" mild steel with tapered heads. A couple of the nuts needed to be cut off with the oxy-torch but most came free readily. With the nut unscrewed partially to form a recess to locate the end of a parallel drift and one generous swing of the sledge they all started to move. One precaution here is to see that the hole, from which the bolt exits below, is not covered by the block on which the yacht is resting. It sounds obvious! But.....well!.....like I said.....it had all been done before.

The engine had been removed while the yacht was still in the water and the aftermost keel bolt was behind it and under the bridge-deck, restricting the swing of the sledge. It came out eventually.

I now removed the stopping covering the floor bolt heads and ensured that the wood would not be split by the bolt as it was withdrawn. There are eight bolts, 3/8" galvanised mild steel, per floor. Using a made-up heavy dolly with a hole the size of the bolt head and held by a friend outside I drove out the bolts. I was pleasantly surprised to find that none was on the point of disintegration. All showed corrosion, naturally, but would have lasted quite a bit longer.

Some of the internal furniture was removed to get at these bolts on the inside which facilitated moving around but it all looked a bit drastic.

At the lower end the floors are held to the wood keel by 1/2" mild steel bolts whose heads are let into a recess in the underside of the wood keel and covered by the cast iron ballast keel. The nuts could be removed in most cases and the floors lifted out. However, the state of the bolts was unknown, except in the case of the two floors in way of the mast where half of each bolt came out with the floor. The other half stayed put!

Thus the decision to remove the keel to ensure that all bolts were renewed. This turned out to be wise as every bolt was near the end of its life, some being corroded almost completely through. I have saved them all to give to the next owner (after clinching the sale) as a warning to keep up with maintenance.

I am sure that the flexing of the floors in way of the mast in heavy weather, due to the broken bolts had been the cause of leaking in these conditions, although these turned out to be the only ones not intact and holding.

The removal of the keel was carried out by a shipwright friend employed at the yard and me, as helper.

First of all the yacht was jacked up and two very substantial planks, originally part of the slipway, were inserted after greasing, athwartships - one forward, one aft. The yacht was then lowered back and the keel chocked off about an inch or so above them. The problem now was to support the hull to allow the keel to be lowered.

Being a long keeled yacht it required a fairly elaborate system as it cannot be supported simply at the ends of the hull.

A set of supports was built up under the bilges but incorporating fore and aft planks bent to the contour of the hull to spread out the load with shores at strategic points. These were also tied together (nailed and dogged) from side to side till the whole formed a rigid cradle with no point loadings on the hull. A key feature at this point, since we were working on a sloping floor, was to take a wire hawser completely around the sternpost. The rudder had been unshipped and protecting pads were in place. This was anchored to an eye in the concrete wall ahead and tensioned-up to prevent any slippage of the yacht down the slope when the restraining weight of the keel was removed.

In building the cradle care was taken to ensure that there was adequate space to allow the keel to be removed sideways. It was required only to clear the base of the wood keel to expose the top of the ballast keel and no further. The last two short keel bolts were now knocked out and a check made that all had been removed. The weight of the keel was supported on the large jacks and lowered very slightly until it was obvious that the yacht was being supported in the cradle. A hacksaw blade was now inserted between the ballast and wood keels and worked slowly aft to be sure there was clearance. At the extreme aft end an assembly bolt, not shown on the plans, was found in the deadwood into the aft end of the ballast keel. Wise forethought on the part of my shipwright friend. This bolt had no nut inside the hull as the propeller shaft aperture was above it. The obvious answer was a toggle plate and nut let into a recess in the deadwood. However, clearing off the paint did not reveal this so in order not to waste time we cut it between the wood and ballast keels using the same hacksaw blade. We were now sure that nothing stood between us and lowering the keel which we did. Once on the greased boards it was slid to the side using long wood levers.

A study of the foregoing procedure will show that at no time was the weight of the ballast keel being supported by the cradle. As the yacht was slightly lowered the hull was restrained by the cradle and the keel remained supported by the jacks, until it reached the greased boards when the former were removed.

The floor bolts could now be driven out and inspected. All were renewed in  $\frac{1}{2}$ " stainless steel bar threaded at each end. A nut at the lower end was well tightened on and the end of the rod rivetted over. A better method might be to tack weld the nut in place. In hindsight I should have glued dowels into the recesses in the wood keel over the heads but I simply installed the bolts with a cotton grommet, sealant and stopper. A new tarred felt gasket was made for the joint between the wood and ballast keels whose surfaces had been coated with a bitumen paint. The keel was then levered back into place and to my surprise (but not the shipwrights) the bolt holes all lined up. Some of the shorter keel bolts were driven up to locate it and the whole was jacked up again to support the yacht. The cradle was dismantled and new shores made to allow the yacht



to be lowered back until supported on its keel again.

In plating up the floors I cut and shaped the plates which were tack welded to the floors before removing the latter in order to preserve the shape which might otherwise be lost due to distortion under heat. These were finally welded up and galvanised stainless steel floor bolts (for eleven floors) were made up from 10 mm bar enabling all the floor bolt holes in the hull to be cleaned up to 10 mm to give a nice tight fit in the frames. Countersunk heads were forged on these bolts in the workshop and I threaded them by hand. After assembly the protruding thread on the inside was cut off with an angle grinder.

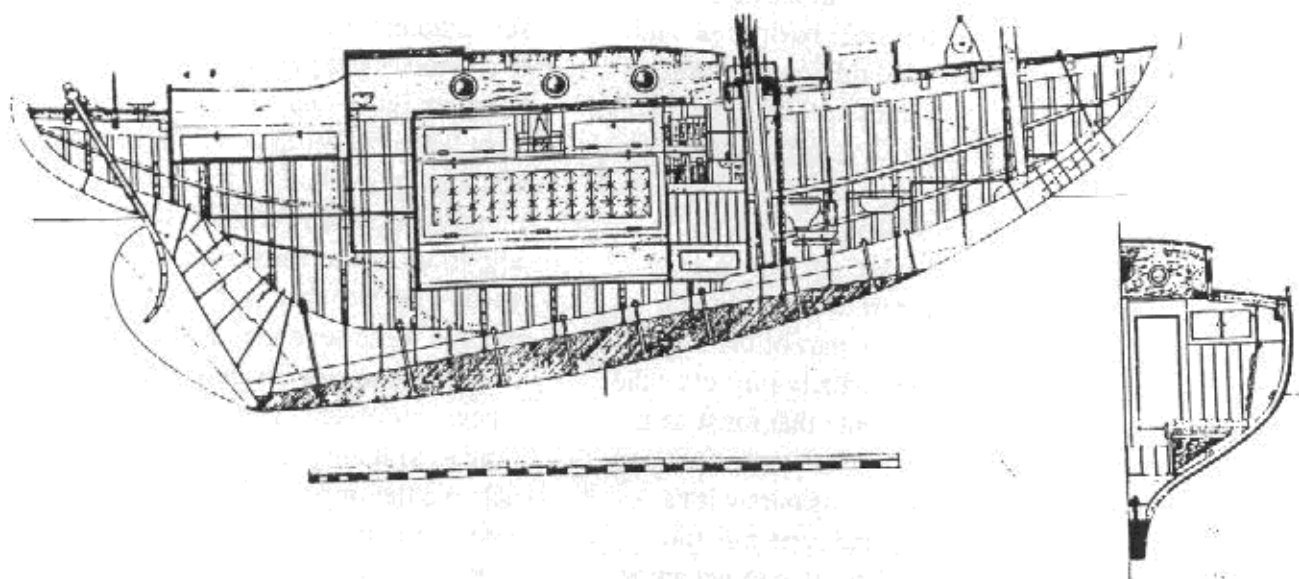
Two floors up forward and two under the engine bearers were not disturbed. In the former case they were under the stringer and could not be removed.

The two floors in way of the mast were likewise under the stringers but were cut with the grinder and removed. In a previous article I described how we installed a steel channel mast step assembly to which the new floors were bolted, giving a massively strong structure.

Having completed this work and many other jobs on WATERMAIDEN over the years gives me a great feeling of confidence in the ship and has undoubtedly contributed to subsequent trouble-free sailing.

Geoff Taylor.

For those who wish to follow, stage by stage, this very clear description of what was involved in order to make "a proper job" may find the general arrangement sheer plan below of assistance.



How important is an overlapping staysail? I mean in those light summer Solent breezes, when all you want to do is keep up with the plastic boats, does an overlapping staysail actually make you go faster?

No doubt experienced Harrison Butler owners will have their personal views and write at length describing the theory behind overlapping sails and how they increased their own aspect ratio or tightened the luff line or even used Kevlar material which they swear by for light airs. I remember taking a dinghy sailor out for a weekend on board Greylag, a 25 foot Cyclone design. We sailed from Poole to Weymouth and overnighted against the quay, but on the way back, in a light southwesterly breeze, our dinghy sailing friend spent literally hours trying to flatten the sails, – the jib, the staysail and the main. A difficult job, particularly with the mainsail, as this is a brown, ancient affair which has seen better days. I'm not saying it's baggy mind, just well used. Happily, in spite of all his efforts, Greylag simply went along at her own usual pace, shrugging off the ignorant attentions of her crew and getting on with knocking off the miles. But then she does that anyway. The dinghy man went off muttering about 'kicking straps', 'adjustable backstays' and 'tweaking the mast' and other such matters. They may work with modern craft but I think best left alone on a 1932 wooden cutter.

But to get back to the overlapping staysail, most of Dr. Harrison Butler's designs show this as part of the sail plan. According to experts, the part of the staysail that overlaps the main actually improves the mainsail's performance and that must be a good thing, particularly when your main is a brown, ancient thing such as ours with a flapping luff. When finances permit and when we have some spare time to get away from the 24 hour job of working and bring-

ing up a three year old, we may indulge ourselves with a new suit of sails.

But even the newer boats seem to get it wrong sometimes. Chasing a 39 foot Trade Wind across Lyme Bay once in a fearsome sea kicked up by a force eight gale a couple of days before, we were surprised how well Greylag pointed compared with the Trade Wind. Admittedly, she had the legs of us being longer overall, but we were able to point higher and make good way, despite the heavy seas. It was exhilarating sailing and made more interesting by the way we could compare our performance favourably each time the courses crossed. Greylag's cutter rig would make a difference according to tradition, as two foresails are generally reckoned better than one, or so they say. But I can't help thinking that the other vessel stymied herself by using one of those new self reefing foresails. They never seem to set well when reefed and the compromise is always a second rate affair. We eventually lost sight of her somewhere near the mouth of the Exe where the seas were flatter and when the wind had dropped. She was able to pull away then, and, with her superior length, was soon lost in the evening gloom. So much of ones sailing is done when conditions are favourable; who, for example would start out in a force seven gale?, that it's easy to compare individual yachts' performances in light weather. Whilst one might regret being constantly overhauled by the plastic brigade on those long hot summer Solent days, it's important not to forget that a 1932 wooden yacht will probably be far happier mid channel in a force seven, and so will the crew. Improving performance is fine. Even buying a new suit of sails is perfectly justified as long as you are well heeled, but trying to achieve the impossible will drive you mad. The alternative is unthinkable – buy a modern plastic boat. No thanks.



## It's a dog's life until it's time to go ashore.

It would be nice to say that Sophie took to seafaring life like a duck to water but we've come to the conclusion that sea-going dogs are born, not made. Sophie is a dark, brindle coloured Cairn Terrier and a somewhat brief but inglorious debut was made with the River Hamble when she decided to take a short cut from one marina pontoon to another. She was very young at the time and fortunately for her, still on one of these flexible leads, so all was not lost, apart from her pride of course. Not that she doesn't enjoy being on the boat - far from it. It's the moment when it's time to go ashore that she looks forward to. With a keen, sea-air moistened nose, she can scent the land from at least fifteen paces away in the dinghy and poises precariously on the edge of the inflatable waiting for the moment to launch herself into space. If her timing is right, and it usually is, she manages to get ashore dry-paw before anyone else. However, because she doesn't appreciate the difference between sand, pontoon, gravel or mud, the latter catches her out, sometimes with spectacular results. She can swim, but prefers not to. Not even the sight of a big fat mallard nosing around the boat will tempt her. But pull the dinghy to the side of the yacht and she'll be the first to jump in.

Life on the boat isn't too bad. Once inside the cabin, if it's not too rough, either of the bunks will do to curl up on, preferably the lee one. Just a glance into the cabin occasionally reveals a small pair of bright beady eyes against a dark black face steadily regarding you with a baleful expression, as though you're the one to blame for the uncomfortable motion. When the going gets rougher and you're pounding into a head sea, she prefers the safety of four legs, and staggers around on the cabin floor shaking her head wearily. Only when she's really tired and fed up will she crawl into the pilot berth and curl up where the feet go, supported on three sides for maximum comfort. But as soon as the motion eases, the smell of new territory waiting to be explored brings her from the bunk. As a sailing companion she's invaluable even though she won't pull on ropes or scale the foredeck when the jib needs changing. And although she doesn't speak, you're instinctively informed by a process of mental telepathy when it's chow time, drink time or time to go ashore. The mast was shunned long ago but if pressed the area around the anchor winch may be used. Quiet and undemanding when you're at ease with a good book and a drink, safely moored up in some tranquil setting but non intrusive too when there's a tricky bit such as picking up a mooring buoy. Within the confines of the Solent, her favourite place is Bucklers Hard where the ducks swim unmolested and his Lordship's pheasants provide the most enticing smells as we walk to the Master Builder. Just a sniff from the nearby fields sends her delirious with ecstasy and once, without my noticing, she jumped ashore again after getting into the dinghy in order to investigate some fascinating smell that had been overlooked. Not that she'd know what to do with a pheasant if she caught one I hasten to add in case his Lordship reads this.

The Beaulieu River provides just about everything that a dog could ever want. Wildfowl hidden away in the marshes surrounded by glorious oozy mud, pheasants and partridges by the dozen feeding on stubble or hiding in dense undergrowth. Trippers and regulars at the Master Builder just dying to offer their last few remaining crisps to a poor starving dog. And acres and acres of foreshore with unpredictable areas where, in racing circles, the going would be described as "soft" and where a body can really let oneself go. After a satisfying jaunt ashore, a small wet bedraggled object, covered in mud and looking more like a drowned rat than a dog, perches in the dinghy for the row back. It only requires a small nudge and the paws, slippery and wet, lose traction on the smooth edges of the inflatable for a brief wash in the river. When she shakes herself in the dinghy the water flies everywhere but rubber dinghies are not terribly satisfying for this so once back on deck, on relatively stable ground, the whole process has to be gone through again, starting from the head and whiskers through the shoulders and finishing up with a final quiver of the hindquarters and tail. It's important to get this over with before entering the cabin, otherwise the surroundings will acquire an interesting layer of salty ooze. If there's one good doggy reason for going sailing it surely must be the thought of all those exotic places we end up in. Which is probably the reason why you and I go sailing too, isn't it?

## HARRISON BUTLER DESIGN SERIES

This article by Mark Miller features one of HB's boats with a counter

### THE FASTNET DESIGN

LOA.....39 ft  
LWL.....30 ft  
Beam.....10 ft  
Draught.....5.3 ft  
Displacement..10 tons  
Iron keel....3.3 tons

This design was published in *Yachting Monthly* in June, 1928. The Editor, Maurice Griffiths, queried "why are so few boats of this type built?" but made no further comments.

Two examples are known to have been built, both in 1931.

SEASALTER was constructed by Anderson, Rigden & Perkins at Whitstable. The first owners were S. & A. Anderson who were believed to have been connected with the builders. Built as a yawl, the rig was altered to cutter after a couple of years experience. In the late 1940's she was owned by Joan's brother, Dr Rupert Butler.

Her details were listed in Lloyds Yacht Registers until the 1955 edition. A note in our Spring 1980 Newsletter indicated that she was "cruising in the Caribbean" but no later information is available.

GALATEA is the other example, also a yawl, built at Canoe Cove, Sidney, British Columbia. She was virtually rebuilt over a four year period in the early 1980's by Steve Phillips, a long standing member of our Association. He has cruised her extensively including a voyage to the Galapagos Islands. (See Newsletters No's 22, 28 & 29 for details.)

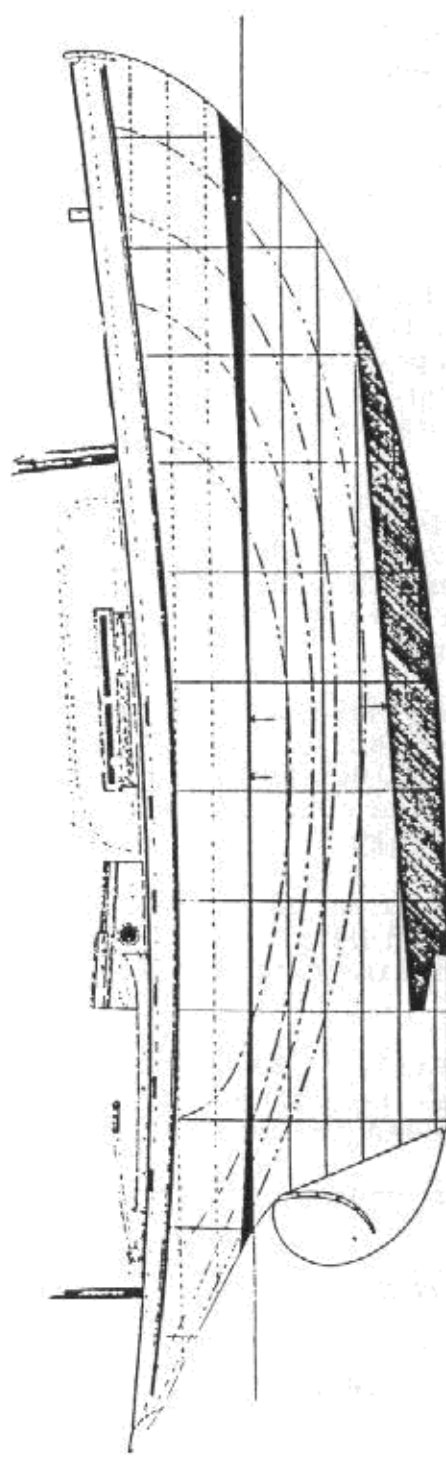
In a recent letter to Joan, (see this summer's Newsletter,) Steve raised a number of questions about the design. It is hoped to answer these in a further article in our next issue.

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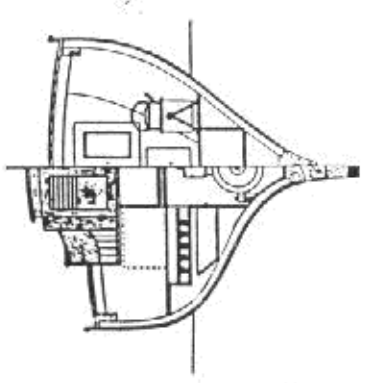
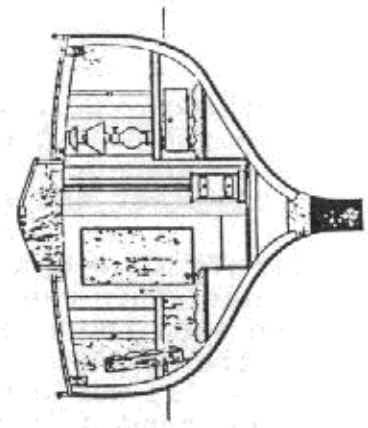
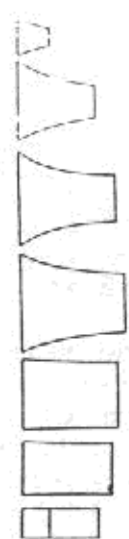
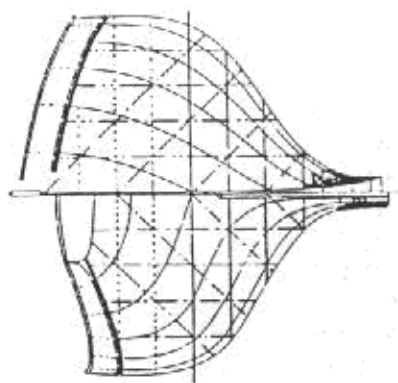
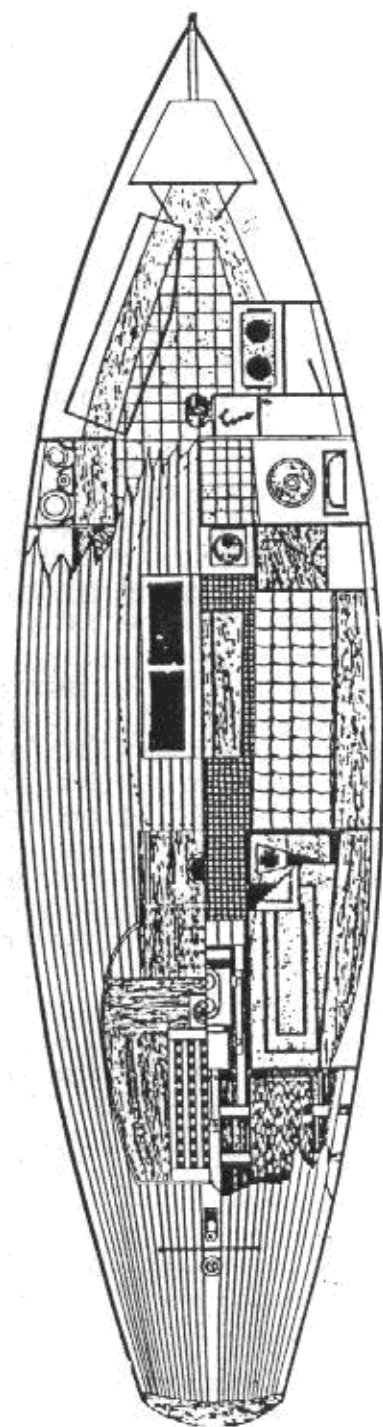
When this design was published in *Yachting Monthly* the designer made the following comments:

The object in designing Fastnet was to produce a handy and good sea boat with a reasonable turn of speed, which could be handled easily by two amateurs. The water-line of 30ft. admits the Yacht to the short "Ocean Race."





FASTNET  
14 TONS



Two sail plans are given, a Bermudian Yawl, and a Schooner. It may be objected that the yacht is too small for the latter rig but in America even smaller schooners are seen, and some of them have proved exceptionally fast and have won races against sloops.

An attempt was made to adopt the main staysail rig which is shown in dotted lines. This was given up for several reasons. It was found that to get the centre of effort sufficiently in advance of the centre of lateral resistance the fishermans lug had to be counted in. It would therefore appear that as soon as this sail had to be handed it would be necessary to reef the mainsail to preserve the necessary balance. Again, the foresail is a schooners's heavy weather sail. American schooners heave-to under close-reefed foresail alone, and it seems inadvisable to transfer too much sail to the main-mast. Finally, the foresail is useful in heavy running, with the mainsail stowed and the staysail would be a poor running sail. Taking these facts into consideration it seems best to adopt the conventional gaff foresail.

If the schooner rig were adopted it would be best to bring the sternpost further aft. The submerged counter was chosen to permit of a firm stepping for the mizen which perhaps might be one cloth larger than is shown in the drawing. For comfortable cruising where speed was no object the main mast might be shortened somewhat.

The flat foot to the sail is due to the space occupied by the dinghy, and to the fact that roller reefing has been shown. Probably ordinary reefing would be better, and then the after end of the boom could be given another foot from the deck which would materially improve the appearance of the rig.

If really serious cruising in all weathers were contemplated it would be better to replace the skylight by a small cabin top of about the same size with opening ports in the sides and front, or to adopt a skylight with ports instead of panes such as are seen on the engine room skylight of some steam-ships.

The lay-out has been planned to admit of a paid hand if necessary. If such were never carried it would be a good plan to make the forecastle a definite sleeping cabin with two fixed berths.

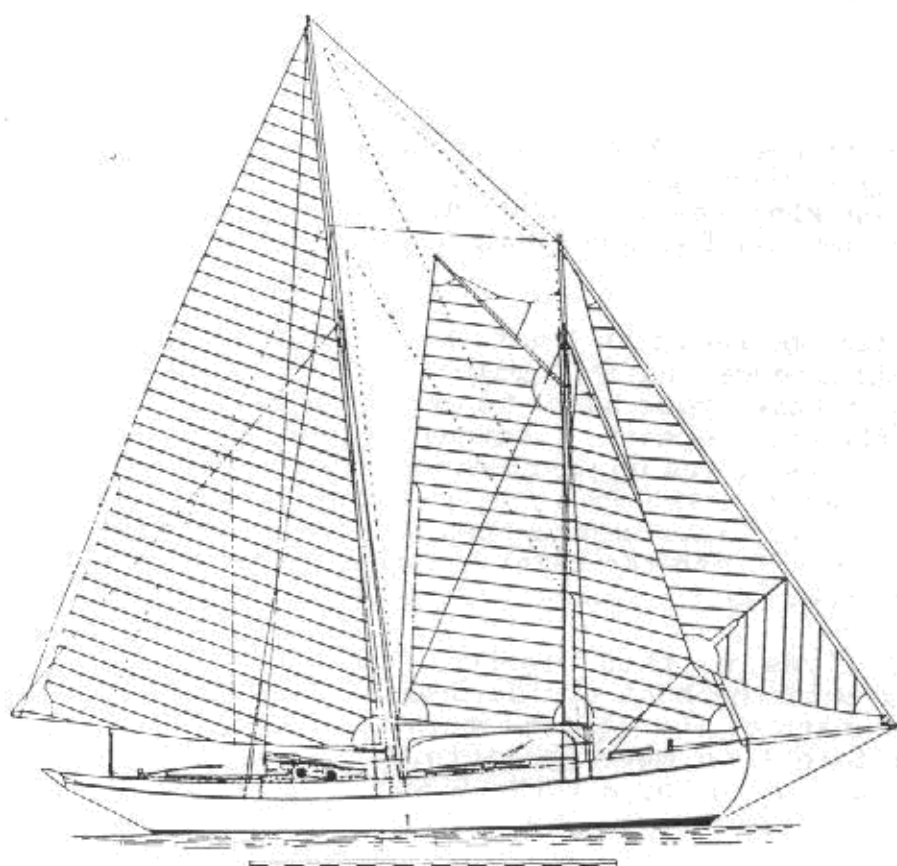
The engine shown is a Thornycroft "Handy Billy." The propellor can be fitted in a window in the rudder or be offset. In the latter case a Bergius folding propellor would be best.

The fuel and water tanks are located under the cockpit seats.

I shall be delighted to let any reader of YACHTING MONTHLY have copies of these drawings at cost price.

T. HARRISON BUTLER.

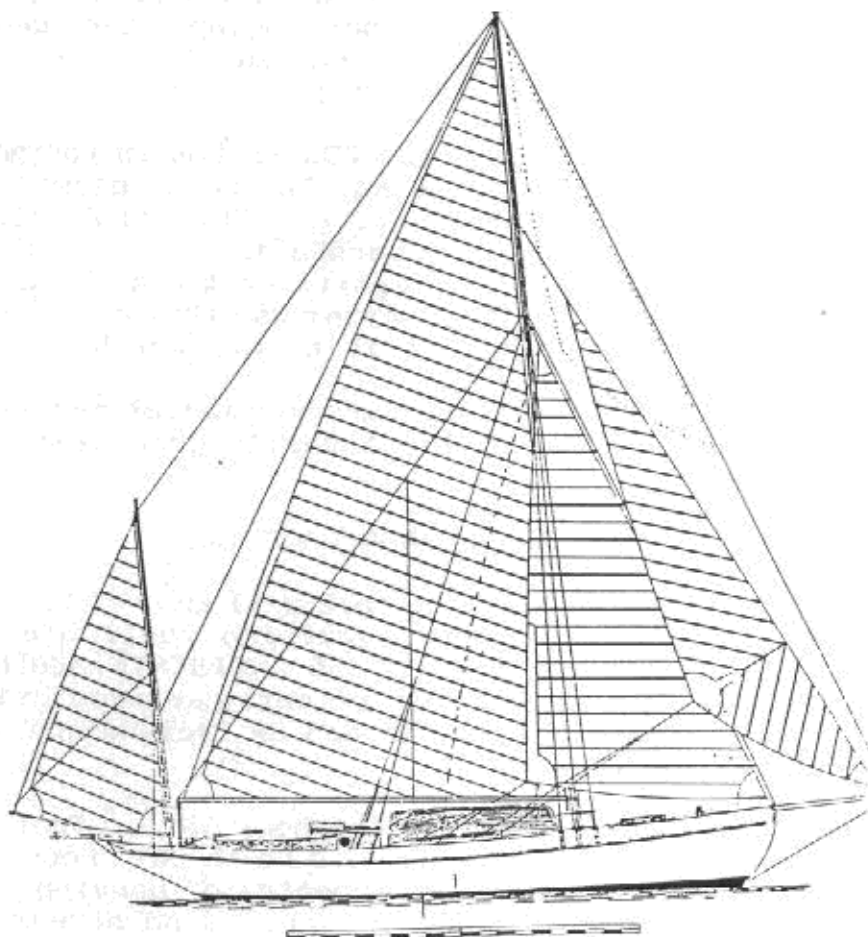
# FASTNET, 12 TONS, SAIL PLANS.



## Schooner - Sail Areas.

Mainsail...395 sq ft.  
 Foresail...168 sq ft.  
 Staysail...93 sq ft.  
 Jib.....104 sq ft.

Total area...760 sq ft.



## Yawl - Sail Areas.

Mainsail...480 sq ft.  
 Staysail...170 sq ft.  
 Jib.....103 sq ft.  
 Mizzen.....97 sq ft.

Total area...850 sq ft.



## MORE THOUGHTS FROM AN EX-EDITOR.

### THE MAGIC BRUSH

One of the worst jobs on a wooden boat is painting the underneath of the deck. Before you even open the paint can there is the tedious business of masking the varnished deck beams, rubbing down the white enamel and then being certain to get rid of all the dust.

Then you are ready for the real fun. Due to Newton and his apple you know from past experience that the paint will run down the handle of the brush and cover your hand. So you wrap a rag round the handle to absorb the excess paint. Eventually the rag becomes saturated and paint starts to run up your arm and soak the sleeve of your boiler suit. When you sit down for a rest you lean your elbow on a varnished locker lid. The progress of your search for the white spirit needed to clean the paint off the locker top is easily tracked by further white smudges.....

There are two solutions to this problem. One is to apply lateral thinking and turn the boat upside down so that you are standing on the underneath of the deck but this can be expensive particularly if you forget to move the internal ballast. The other, correct solution, is to buy a POLY-BRUSH produced in the USA.

These are made of some type of black foam, cut in a more or less brush shape with a short wooden handle. They are distributed by Marineware of Southampton, the people who import Epifanes splendid varnish. For an illustration see their advertisements in Nov/Dec *Boatman*, page 5.

To use, dip the POLY-BRUSH in the paint to a depth of about  $\frac{1}{2}$ " and start painting. The paint seems to be prevented by the foam from the effect of gravity and a perfect job results. I had no difficulty in persuading our local chandler obtain a small selection. He reports that they have sold readily, retailing at about 50p each. After use they can be cleaned in white spirit but at the price it is hardly worth the trouble.

They also work on horizontal and vertical surfaces and with a little practice a really good finish can be obtained.

### NOW A LITTLE NAME DROPPING....

Most cruising folk will know of Lin and Larry Pardey from their various books describing their blue-water voyages in the 24' SERAFFYN and the 30' TALEISIN, both wooden boats they built themselves. They recently arrived in Falmouth from Cape Town via St. Helena, Brazil and SW Ireland and are refitting in our local boatyard.

Their most recent book '*Storm Tactics Handbook*' has just been published and should be in the shops in good time for Christmas. They are great advocates of heaving-to and then if the wind and sea still increase recommend streaming a parachute type sea

anchor. This is a good book not only because it is well written with clear illustrations but because it passes on first hand knowledge of how to survive in extreme conditions.

*Storm Tactics Handbook*, Lin & Larry Pardey, ISBN 0-9646036-6-7 £12.95 paperback.

#### CAN ANY MEMBER HELP?

Over the years I have built up a collection of *Yachting Monthly* which is now almost complete. The early volumes, up to around 1918, were already bound when I acquired them. The local book-binder has been hard at work on the others and these have been bound complete, including covers and all the advertisements. I felt it would be a pity to only bind the text as the adverts of both equipment and boats for sale also reflect the development of our sport.

I am still short of a few issues: May & September 1918, September 1919, May & August 1922, April 1926, January\* and September\* 1932, March\* & April\* 1933, September\* 1939. We do have copies of those marked with an asterisk but they are in poor condition with pages missing etc.

If any member has any of these and would like to sell, or lend so that photocopies could be made, I would be most grateful.

#### IN A FOG.

I have forgotten where I heard the following yarn but it is worth repeating. The scene is aboard a small yacht in fog. The owner is on the helm and his young son at look-out on the bows. Dad, watching the echo-sounder depths shoaling, orders the anchor to be made ready and instructs his son to drop it immediately he gives the command.

"LET GO" bellows father, "but dad there's a", "LET GO AND DON'T ARGUE". Son lets go. "That should hold her" says father.

A voice from the fog replies "Yes it will hold- you've dropped the lot down my forehatch straight into the Baby Blake!"

#### THE EPHEMERIS.

In our last issue I bemoaned the demise of Reed's Nautical Almanac and the fact that none of the other almanacs give the positions of the Sun, Moon, Stars & Navigable Planets. Other members who indulge in astronavigation may be interested to know that I am exploring the possibility of getting hold of copies of the American Almanac which not only contains the complete Ephemeris but also has the advantage of spiral binding. More news in our next Newsletter.

Mark Miller.

### *Editor's Notes*

First many thanks to all the contributors to this issue. I hope to see many members at the AGM. If you have never been, the lunch alone is worth a long journey. Please bring photographs of boats. Many thanks also to Peter Mather who has gallantly typed a great proportion of this issue, making our job much easier. A postscript to Joan's letter. Alessandro reached Venice on 4th December having completed a circumnavigation. Apologies that the supplement to members list is in A4 format. The University copy centre decided to move and caused great complications.

I am asked to remind anyone who has not paid to contact the Hon Treasurer immediately if not sooner or to bring subscriptions to the AGM. He also has for sale ties (£6), Large Burgees (£8) and small Burgees (£5).

Paul Crowman has sent us an advertisement for his Classic Yacht Brokerage. Anyone interested should make contact at "Shalimar", Wheatfield Avenue, Worcester WR5 3HA. Tel:0905 356482.

### Boats For Sale

*Tradewind*

4, Maytree Close, Coates,

Contact Phil Gordon c/o

Cirencester GL7 6NQ



*Free Spirit* Philisia Design 3.6 tons  
Partially restored Apply John Paton

*Arbrook* Boyle design Apply Boating World  
cutter rigged  
ashore, Boating World,  
Landrake, Cornwall,  
Ready to Cruise. Offers

*Andante II* Norman Dallimore Design Apply John Lesh  
10 ton cutter

# NEXT ISSUE

We hope to publish the Summer Issue in July. Would members please send contributions  
by 12th June to;

Keith or Janet Band,  
Countess Cross Bungalow,  
Colne Engaine,  
Essex  
CO6 2HT.

