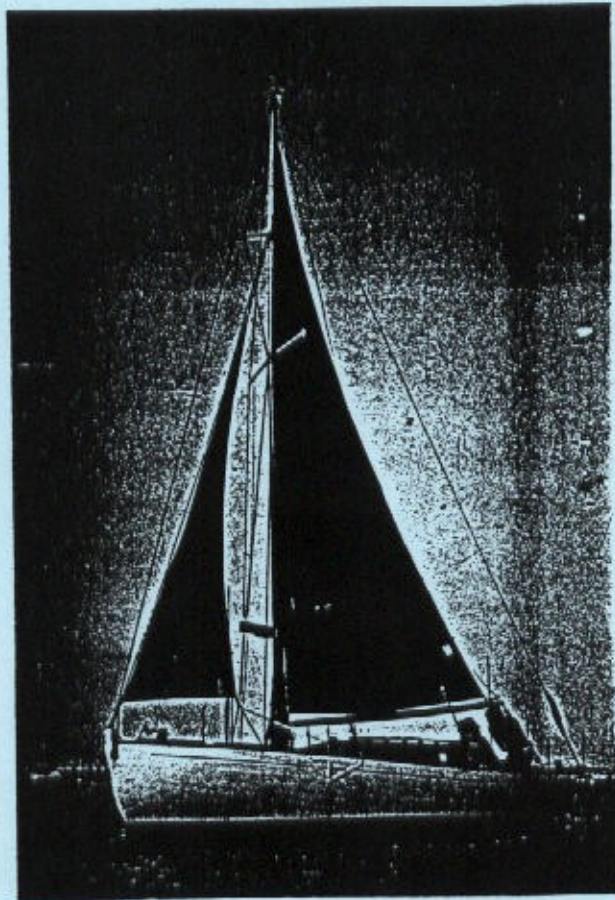




THE HARRISON BUTLER ASSOCIATION



NEWSLETTER NO:43

SUMMER 1996

NEWSLETTER NO:43

CONTENTS

President's Letter	Page 1
AGM Minutes	Page 7
Thoughts from a member	Page 11
Greylag Improvements	Page 12
On being a Skipper	Page 13
The Shape of Things and Humans	Page 14
Editor's notes and Boats for Sale	Page 24

THE PRESIDENT'S LETTER

The Crag
St Mawes
July 1996

Dear Members,

At long last, I've got to my typewriter. It's taken me months, literally, before finding a slot in my life large enough for my newsletter contribution.

Since writing my last letter, my waking hours have been punctuated by, to a considerable extent, The Crag. In the Autumn, we embarked on a magnum opus here, at The Crag, having an extension built and a proper stairway put in and the removal of some internal walls. On my spring visit I was able to occupy the sun-room in which I fitted up a galley consisting of, one 13 amp. socket for the refrigerator and an extension cable on which I had either a kettle or, a Sunbeam frying pan which I use as a mini-oven. The builders did connect the cold water in the bathroom and even hot water on my last morning so I was able to leave without my coating of cement dust - which was everywhere. I could use half of the sitting room and was able to have a fire. My bedroom was stacked with saucepans, etc., and cupboards and drawers were chock full of items from the kitchen and other doomed parts of the house. I didn't even bring my typewriter because of the prevailing dust. However, the end or, almost end result is very pleasing and one can now walk round beds, swing cats at will. What is more, there is an excellent kitchen with a window looking out onto an area where birds come to feed. I found a jar of dried up, vintage currants which I have soaked and blackbirds think they are in an orchard. We have gained a shower room, an extra bathroom/heads and bedroom, an enlarged existing bedroom, plus some useful cupboards.

I realise that the above will be of real interest only to those members who actually know The Crag but there is now room for more members to come and get to know it and, in greater comfort than before. The only warning is that you may be inveigled into working in the slave-labour camp in the garden!

Apart from the large amount of time, thought and energy involved in this project, I have spent a lot of time on HBA and HB boat related matters, with much writing and telephoning and, very pleasurably, in meeting members and, I hope, potential members. Thus, the months have passed, with the A.G.M. taking its place at the end of February - as usual, an enjoyable occasion, with a good number of people who had not been previously to an A.G.M. Sadly, illness prevented some members from coming so we had some last-minute cancellations.

In February, I had a letter from Ken Floutier sending his apology for not being able to come to the A.G.M. and, not much later, I was so very sorry to receive a letter from John, telling me that his father had died. Thus, we have lost another member, which is sad but Diana still has John, and Gregory Skelton to cherish her - which they do, full well, as I can see from the photograph which John enclosed with his letter. Ken had not been to any of our functions for a while but I had no idea that we should not be seeing him again. I wrote to John.

Members came from far flung places to the meeting: from Holland; Essex; Cornwall; Leicestershire; Devon; Worcestershire; Cambridgeshire; Hampshire; Sussex; Avon; Clwyd as well as London and the Home Counties. We have a new member, Dr Ian Leitch who is a plastic surgeon in Adelaide. He wants to build a Queen of Arden and I hope he will be able to find a builder whose price fits Ian's budget.

There is another building project in the pipe-line which is of particular interest to me. Mike George has just finished his course on building and design at Falmouth College and he did me the signal honour to use my Prima design for his course project. Now, he has sold his Hillyard and plans to

build her. I made the design in 1937/38 so I have had a long wait although there are, I believe, a few around - but not in the UK.

Jochen and Anja have almost finished their Omega and is due to be launched next month so there should be news of that in our next issue.

As I am typing this, the weather is lovely, Carrick Roads is full of boats sailing; Jill Betts, who is here for the weekend has taken herself off on a jolly from St Mawes to Helford and, this morning, I saw Dindy sailing below but she had gone beyond hailing distance before I noticed her. I shall watch for her return - unless she has embarked on a cruise rather than a day-sail. I must try to gather her back into the Association.

On the morning after the A.G.M., when there was no one left at The Chestnuts except granddaughter Helen (one of my galley-slaves) and me and the door-bell rang at about 11.30 a.m.. I went down and there stood Peter and Margaret Hemingway, apologizing for arriving so early. I had to tell them that they were actually a day late! It was a bonus for me because I had plenty of time for conversation with them but it must have been a great disappointment for them to have driven all the way from Lincolnshire and then miss the fun of meeting everyone. Do try again!

Our next function is, of course, the Laying-up Supper on 14th September and I hope that I shall see, not only lots of members but also, lots of boats - and this does not mean HB boats exclusively. Associate members should come in their boats, too, and swell the throng. Details are on the accompanying leaflet.

David Stamp had tea with me in early June but his bus from Colchester missed the connecting bus to Theale so we had only two hours together instead of three. However, one can cover quite a large area of conversational ground in two hours. I do love meeting our members, particularly those outside my normal telephonic radius.

With luck, I shall meet another member from Australia while I'm here. Matthew Holliday woke me one morning at about 0730 to ask if I could find him a berth for the Bristol and the Brest Festivals: I'm not sure if I was successful. He rang me here after he arrived in England and said he hoped to be able to fit The Crag into his itinerary.

I delayed my coming down here in April for a day so that I could have two Dutchmen (three, as it turned out) to lunch to decide which HB design they should have for building: Khamseen A. was chosen and I sent them a set of plans on my return from Cornwall. The brothers Boskamp, plus a friend, had sailed over from the Netherlands to St Katharine's Dock, arriving the day before they came to me and they were off again in no time. I look forward to when they sail across in their HB.

Concerning Khamseen A., news of the completion of Alessandro's circumnavigation was too late for inclusion in the Winter Newsletter but I wrote to congratulate him and, also, sent a copy of THB's book. I had a reply to my letter in which he resigned from the HBA but said that members could, if they wished, write to him and he would try to send a comprehensible reply. It is a very sad thing that his voyage gave him little enjoyment and a great deal of stress and he had two long-lasting periods in hospital en route so that, in all, it took about ten years to get back to Venice - or, rather, cavallino. Not everyone is suited to lone voyaging and certainly it did Alessandro no good. I'm sorry it ended thus but nothing can detract from his achievement. When I find an unoccupied corner in my life I shall write to him again.

Do check your entry in the List of Members. I am aware of one mistake but it wouldn't surprise me if there were others despite the checking and cross-checking which David Paddick (who has the computer) do to try to get it right. Please note also the changed STD code for Reading telephone numbers. It is

possible at the moment to use either the old code (01734) or the new (01189) but eventually, it will be just the latter number. You will find there the names of our new members and new names linked with old boats. [Judy-Anne has just sailed past: no way is she an HB although listed in Lloyds as such.]

I have had some very interesting letters, some of which I am sharing with you, either in part or in toto.

From Neal Hill:

21st February 1996

'Dear Joan, Once again will you tender my apologies to the AGM and pass on my best wishes to all. One of these days I will make it to an AGM; this year it does clash with my yacht club's Dinner and Presentation and as Commodore I must be there. Also, it is a long way!

Naiad is in good heart and is lying afloat on Club moorings at Amble. It has been rather a wild winter so far with a lot of strong Easterlies. In the freeze before Christmas there was a lot of ice on the river but we came through without damage.

We had a most enjoyable cruise last summer, once again to the north of Scotland and the Orkneys. We visited the traditional boat festivals and flew the flag.

The Scottish festival at Portsoy has been well reported in the press and they were very pleased to see an HB. We were very well received and also did well in the racing, coming home with four first prizes. Unfortunately, Naiad did not appear in any of the articles in Classic Boat and The Boatman although the mast did appear, just, in one photo. Genevieve Leaper took some rather impressive photos of Naiad but unfortunately they did not appear in print. Most of the emphasis was on the local traditional boats.

From Portsoy we went to the Stromness festival in the Orkneys and again were made most welcome. Again, many of the boats were the smaller local craft. Unfortunately, Dilys was not in the water but I did see Gordon Scott and he came on board for a chat.

The return passage was rather exciting. We crossed the Pentland Firth with the wind gusting to 40 knots and rather big seas. Naiad was wonderful. Later we had 12 hours of headwinds, southerly force 7, to make Peterhead, and again, I was very pleased with the way we went to windward in a rather nasty sea. After that it was rather tame with almost windless conditions and fog, with a perfect last day of westerly breeze, calm sea and hot sunshine.

I'm not sure of my plans for this year, except, one of these years we must head south.

Best wishes to you and I look forward to seeing you one of these years.'

[Thank you, Neal. What a very interesting account. Who says HB boats are no good to windward in heavy weather! Naiad is an Englyn, 22'6" LWL. I have enjoyed re-reading this as I type, having put it aside after the first reading, ready for this newsletter.]

From Colin Schoeman (Who joined at Woodbridge)

7.2.1996

Thank you very much for Newsletter No.42 with much of interest. As mentioned in it, our intention was to be present at the AGM. However, I will be hard at work in Sth of France, near Marseille, at that time and must therefore tender an apology. Both Marit and I had looked forward to the occasion and we'll be sorry to miss it (this year).

I can, however, make amends to some degree by being able to report on what happened to "Cindy" in West Australia.

Don (Marshall) left his family in Albany and sailed away up North. "Up North" in W.A. means any place north of Albany, since Albany is as far south as you can go. Somewhere near North West Cape she came to grief on the rocks. Don managed to get ashore and travelled on to Tasmania where he purchased another ship. That is where the trail ends. Unfortunately, Cindy can be deleted from your records. It is also unlikely

that you'll ever hear from Don.

"Spirit of John" (not an HB) has been entered in the Ymuiden-Lagos rally-race, starting on July 13th. There are some U.K. boats in this as well. When we complete this it ought to give me an opportunity to make a contribution to your newsletter.

Till then, to all a good AGM and best wishes to you and yours,
Marit and Colin.'

[This is interesting but I'm not sure that the mystery is solved for the name of Don's boat on our list was Cimba (could be a slip), Thuella design. I have a photograph of Cimba taken, I'm pretty sure, in the Melbourne area. I think it came from either Frank Hart or John Hartlay, together with a photo of Frank's Isabella. Can you throw any more light on this, Frank/John? Had Don come from Tasmania and, if so, which way was he heading when he left? Perhaps Cimba was the boat he purchased in Tasmania? If so, it's curious that the two names should be so similar. Mystery. A bit of sleuthing still needs to be done. Don was singularly uncommunicative while in the HBA which is why his name was deleted eventually.]

As I write, Colin and Marit must be in the thick of the race - to the Lagos in Portugal, I presume? My mind sprang to Africa but that seemed too far so I got out the atlas and my memory was been activated. We did not put in to Lagos in Easter, but went on to Portimao.]

From Frank Hart

February 27th 1996

....."Isabella" and I have just returned from a two month cruise to Hobart. I have sailed very little since returning with "Isabella" from Queensland in December 1992 and was more apprehensive than usual putting to sea on Saturday, 16th December after a lengthy period ashore.

My middle son and his brother-in-law had come from Hobart to help me to sail south prior to Christmas. Their time was limited and although I recognized the signs of unsettled weather the barometer was relatively high and the forecast was for light northerly winds with a south-west change of 25 knots in 24 hours time. We decided that we should set off and modify our voyage plans as necessary as time passed.

Our crossing of Bass Strait was slow and uneventful. The wind was light and we motor-sailed most of the way. We arrived at the entrance to Banks Strait late on Sunday evening. Banks Strait is a narrow stretch of water some 10 miles wide separating the Furneaux group of Islands from the North East corner of Tasmania. I was anxious to transit the strait with a favourable tide which would last until near midnight. The barometer was falling rapidly, a deep low was forming over New southern New South Wales and the weather forecast had been amended from a westerly change to freshening westerlies reaching 25 knots - putting "Isabella" on a lee shore as we sailed down the Tasmanian east coast.

We cleared the strait at 0200 hours Monday morning, having had the tide with us for most of the way. The wind was starting to freshen, dark clouds were racing across the sky almost in the opposite direction to the surface wind, flashes of lightning and peals of thunder could be seen and heard around us and various coast-guard radio stations were reporting severe local wind and rain squalls along the coast, heralding the approach of a warm front. There was no shelter from easterly weather and little we could do other than prepare for an uncomfortable ride down the coast.

I was not concerned for our safety as "Isabella" is a well found ship but with not having properly found our sea legs and shaken off the cobwebs and with a crew not familiar with the boat, I realized that most of the sail changes, navigation and feeding would be my lot and, hopefully, the crew would do most of the steering. We made a fast run down the coast with a thirty-five knot wind and big seas just abaft the beam, reaching under stay-sail and triple reefed main. However, after covering 120 miles in less than

20 hours the opportunity was there to skirt the southern end of Schouten Island and seek shelter under the lee of Freycinet Peninsula. This we did, thankfully, bringing up to anchor at 2200 hours on Monday evening, close to the shore, listening to the wind whirling down the gullies, howling in the trees and racing across the water in angry squalls, having lost hold of its prey.

My crew left the following day. I waited several days for more favourable weather and then made my way to Hobart via the small timber and fishing town of Triabunna and on through Denison Canal into Frederick Henry Bay and the Derwent Estuary to the city of Hobart.

In this remote part of the world one is constantly reminded by the names on the charts, and the old sandstone buildings and relics of the simultaneous French and British voyages of discovery and the early settlements. Much of the landscape, flora and fauna has not changed over the last 200 years when Cook, Flinders, Bass and Hambelin and, before them, Tasman and, after them, the first sealers, whalers, traders and settlers came in their small unhandy ships into these storm tossed waters, without charts and with no external help or direction. One constantly marvels at the feats of seamanship and courage shown by the captains, crew and passengers. On our way back to Victoria, we had cause to shelter in Westerly weather behind Preservation Island and Rum Island in the Furneaux Group. It was behind these two islands in 1793, that the barque Sydney Cove, loaded with a cargo of rum from India in a sinking condition and unable to stay afloat was deliberately run aground.

All crew and passengers reached shore safely and 27 men were sent in a whale boat to Sydney to advise the authorities of the fate of the vessel. The boat was wrecked on the mainland near Gabo Island and after tramping northwards for nearly 200 miles, three of the crew reached their destination, the others dying from thirst and hunger. Several sailing vessels were subsequently sent from Sydney to Preservation Island to rescue the survivors.

Today, a homestead has been built on the island and cattle graze peacefully, free to wander at will. Sooty tailed shearwaters (mutton-birds) make their nests amongst the tussocks, and gulls, cormorants and Cape Barren geese chatter to each other oblivious to the tragic events of two hundred years ago.

Ann flew over to Hobart for ten days and we cruised the D'Entrecasteaux Channel between Bruny Island and the mainland. Again, we experienced the feeling that if we closed our eyes to the navigational aids on board we could have come across those ships of discovery as we rounded a headland or brought up to anchor in some unoccupied cove. There was a full rigged three masted Russian sail training ship moored in Hobart whilst we were in port and we also sailed in company at various times with the "Lady Nelson", a replica of an early trading barque and the "Young Endeavour", a sail training vessel given to Australia by the British Government to commemorate the bicentenary of Australia, all of which added interest to our voyage.

I enjoyed spending time with my son and family in Hobart and I worked with him for a couple of weeks helping him with the construction of a post and beam house he is building on Mount Elephant on the east coast, overlooking the Tasman Sea from an elevation of 3,000 feet.

Our voyage back to Western Port in Victoria was again a mixture of favourable and adverse winds but by the time we reached home I had found my sea legs again after nearly eight weeks on the boat and was much more relaxed about coping with the elements. I remember reading in one of the Hiscock books that Susan related that both Eric and she were always apprehensive for their first few days at sea after they had been in port for a period of time. So, if two such seasoned sailors were affected this way I should be forgiven for having similar feelings.

At present I have no firm plans for our next cruise but I would like to head north again for the winter, either this year or next.

Do hope that you had a successful and enjoyable AGM and that the warmer weather will soon be with you and that the sandpaper, paint and brushes will

soon be brought out by our members ready for the maintenance on their boats which never ends (me thinking of the work that still has to be done on "Isabella")!

Thank you, Frank, for a wonderfully evocative narrative. Now, I must come down to earth with a thump and remind you that Simon Wagner will be waiting expectantly for subscriptions from anyone who may have forgotten that they were due on 1st January, £10. You will find his address on the first page of the List of Members. Also, make a note somewhere - next year's diary, if you have it, that the AGM will be on Saturday, March 1st. Easy to remember. Read the Minutes and send me, or Simon, your suggestions for the most useful way of using about £500 should it be given to us when our Building Society dons the mantle of Bankhood.

I have probably forgotten some important item but Keith and Janet have been kept waiting for my contribution for so long that I'm not even going to try to remember. Besides, I have Boyd and Desiree and Mark and Priscilla coming here the day after tomorrow and I'm taking Jill into Truro tomorrow for her train - when I shall take this to the P.O. so, that is all, except, My very best wishes to you all, from

Joan.

7

HARRISON BUTLER ASSOCIATION
Annual General Meeting 1996

Minutes

The meeting took place on Saturday 24 February 1996 at 2 The Chestnuts, 60 High Street, Theale, Berkshire following lunch. Patrick Gibson was in the chair and 36 members and 2 guests were present.

1. **The Chairman** welcomed everyone and said how pleased he was that so many members had been able to come. He welcomed especially the new members, some of whom had come from afar: from Cornwall, Leicestershire, Suffolk and from the Netherlands. He thanked Joan and her team once again for her hospitality and also for providing such an excellent lunch. Particular thanks were also due to the President for her activity over the past year in communicating with members and recruiting new members. She also did much to publicize the Association and HB boats.

2. **The President/ Membership Secretary** thanked the members for coming and gave a special welcome to the new members and to those whose first experience it was of an AGM. She regretted that there had been last minute cancellations by a few members who were ill. John and Anne Lesh were still in the Mediterranean.

She passed round the December Yachting World with Tom Cunliffe's article on "T. Harrison Butler, a Visionary Designer". Tom had spent a day with her gathering information, plans and photographs. He was now an Associate member but had been unable to come to the meeting.

3. **Apologies** 37 members had sent apologies and messages of goodwill including Simon Wagner, the Association's Treasurer.

4. **Election of Chairman** The President proposed that Patrick Gibson continue as chairman. There were no other contenders. Patrick was willing to stand and he was re-elected.

5. **The Minutes** of the last meeting were taken as read and were approved and signed.

6. **Matters Arising** The President said she now had addresses of various bodies in connexion with finding funds for the restoration of boats and was hoping to hear more.

7. **Secretaries' Reports** As John Lesh was away cruising there was no report from the Social Secretary (South Coast). The President had booked September 14th for the Laying-up Supper at the Royal Southampton Yacht Club at their Gin's Farm boathouse on the Beaulieu River. Clive Lester had stepped into the breach and would handle the arrangements. Details, including the menu, the cost of the meal and sailing directions would be enclosed with the next newsletter. The Chairman encouraged members to come by boat if possible.

Peter Mather (East Coast Secretary) reported, in absentia, that the laying-up supper held in Woodbridge last September had been a successful and enjoyable event with a good attendance. There was only one boat present, Keepsake, which Mac McKinney had very kindly and trustingly lent to the President, Jill Betts and David Burnett who had spent a very pleasant night on board. Mac and Debbie had returned for breakfast and thereafter, Keepsake had been hostess to all the members who had remained in Woodbridge overnight.

8. Treasurer's Report In the absence of the Treasurer Joan read his report. The sum of about £500 might become available next year and the meeting discussed ideas as to how this money might be used. John-Henry Bowden suggested that perhaps it could be used to sponsor a young person on a voyage with the Sail Training Association. Another idea was that a word processor could be useful for the Association. Charles Butler suggested that the funds could be used for publicity purposes to promote the Association and extend its network. It was agreed that the proposals be put in the newsletter asking for views and other ideas so that if the money materialised the matter could be discussed at the next AGM and possibly a decision be made. Joan expressed her thanks to the Treasurer for producing the report but was not herself qualified to answer questions on it. The report was adopted..

9. Editor's Report Janet Band made a request for more copy which should be received by mid June for the next newsletter. She said that photos could now be used and that the family team was more organised for assembling and distributing the newsletter. She expressed grateful thanks to Peter Mather who had typed much of the letter. There was still £250-00 for costs to be deducted from the Association's funds. Janet and Keith would be glad to relinquish the editorship if someone else would take it on.

10. Election of Officers

Treasurer Simon Wagner had agreed to continue as Treasurer.

Editor Janet and Keith Band will continue as joint acting Editors.

Social Secretaries Peter Mather (East Coast) was confirmed in this post and Clive Lester would be Acting Secretary (South Coast).

Minutes Secretary Jill Betts was re-elected.

Membership Secretary Joan Jardine Brown was re-elected.

11. Social Events Details about the laying up supper to be held on the Beaulieu River were given in section 7.

The following details of other events to be held during 1996 were given.

24 - 27 May Bristol '96 Festival - classic boat get-together

22 - 23 June Classic Boat Festival at Beaulieu

4 - 8 July Meeting at Penzance

13 - 20 July Brest '96

Mid August Falmouth Classic

It was suggested that it would be a good idea to advertise these gatherings in the newsletter and for anyone who attends to report on them.

12. Any Other Business Classic Boat had written to the Harrison Butler Association to ask if a representative might send in a regular report. Joan said she was not sure if there would be enough news of general interest to the public. It was suggested that such a report would keep the Association in the public eye and Janet Band proposed that Peter Mather be asked if he would take this on by reporting on restorations or any other interesting items of news connected with the Association.

13. Date and venue of the next AGM

The 1997 AGM would be held on Saturday 1st March at the President's home in Theale. Joan would be happy to continue hosting the meeting as long as she could but with increasing age other arrangements might become necessary in the future.

At the end of the meeting Joan was presented with a bouquet of flowers for which she thanked the members.

The Chairman closed the meeting at 5.15 pm.

Many Thanks to Ron Goodhand for this contribution ;

Weather indicators. (A rough guide!)

Wind

Clouds with bright edges
Rainbows
Unusually clear atmosphere

Good weather

Heavy dew at night.
Mist in the morning, burned off later by the sun.
Wind dies at sundown.
Fish play on the surface of the sea.
Considerable phosphorescence in the water.
Seabirds well out at sea.

Bad weather

Afternoon wind continues into and through the night.
Heavy swell offshore.
Porpoises in sheltered water.
Seabirds close inshore or resting on land.
Halo around the moon: the larger the halo, the closer the bad weather.

Daily barometric variation.

In addition to fluctuations caused by changing weather patterns, the barometer rises slightly between 0004hrs and 0010 hrs.

0016hrs and 0022 hrs.

and falls slightly between 0010 hrs and 0016 hrs.

0022 hrs and 0004 hrs.

Diurnal barometric variation is approximately zero in polar regions and increases as the barometer gets closer to the equator (it is approximately .15 inches in the tropics). It is greater in clear weather, diminishes as altitude increases, and is less over the ocean than over the land.

the log line. The traditional log line consisted of a line with a chip or float at the end, wound onto a freely turning reel. A white rag was tied in the line at a distance of 12 fathoms from the chip. Following the white rag, knots were tied in the line at 47.1/4 foot intervals. This log line was used with a sand-glass timed at 28 seconds. The float was thrown overboard and when the white rag reached the taffrail the sand-glass was inverted. The number of knots that passed the taffrail by the time the sand in the glass ran out equalled the vessel's speed in nautical miles per hour.

In rough terms.

1 knot = 33 yards per minute
2 knots = 66 yards per minute
3 knots = 100 yards per minute
4 knots = 130 yards per minute
5 knots = 165 yards per minute.

Running a measured statute mile.

6 minutes = 10 mph = 8.68 knots
5 minutes = 12 mph = 10.42 knots
4 minutes = 15 mph = 13.03 knots

Speed in small craft. The reason a sailing dinghy is faster than other craft of comparative size is that her crew acts as shifting ballast and the crew often weighs more than the dinghy itself.

Fair wind is fuel. To sleep whilst a fair wind blows is the same thing as running the engine of a boat with the lines made fast to the dock, or the anchor locked in the mud.

This being the machine age and the heyday of quantity production, it is inevitable that boats are beginning to look so much alike. This, from an aesthetic standpoint, is little short of tragedy.

A matter of priorities. I'd rather have a tight deck than a tight bottom. If the bottom leaks you have to pump it out: if the deck leaks you have to deal with it twice - first you wring the water out of your clothes and then pump it out anyway!

There must be something that inspires modern boat owners to use word-play when naming their boats: here are some samples of this 'Luna Sea'!

'Nauti by Nature'
'Pier Pressure'
'Berth Control'
'Harvey Wharfanger'
'Sea Nile'
'Vitamin Sea'
'Seas the Moment'

Some skippers immortalise their professions on their boats, like the psychologist who owned 'Shrinking Profits', the dentist with 'Tooth Ferry', and the doctor with 'My Asthaenia' (medical terminology for 'weakness'). Any additions to this list?

Mark Stafford

One of the drawbacks with the forecabin accommodation on Greylag, a 25 foot Harrison Butler bermudan cutter, was the forward facing anchor hawse pipe. Positioned behind the winch, it had been designed so the anchor chain had a clear run to the fairlead via the winch. In theory, this arrangement worked perfectly. In practice, water coming on deck would make its way through the hawse pipe onto either the port or starboard bunk, depending which tack we were on. Being sea water, both bunks rapidly became damp during the season and were impossible to dry out. Just a niggling point, one would think but one that we were going to sort out one day when we got round to it.

In the end, events overtook us and Greylag came out of the water to refix some of the forward plank ends. Whilst this work was going on, the opportunity was taken to sort out the forecabin. Bunks were removed, supports and stringers knocked out, and all those 'soggy' bits that prevent air circulating came out too. All that was left was empty accommodation. A replacement floor was cut from a huge piece of iroko and fixed into position with a new keel bolt. New flooring was prepared and fitted, and, whilst we were at it, the anchor hawse pipe was removed and repositioned forward of the winch, facing towards the stern. The anchor chain locker was moved to a new position underneath it. This alone created a lot of usable space. The anchor chain now emerges from the hawse pipe leading aft, goes around the winch and then returns forward to the fairlead. A logical arrangement as it reduces unnecessary clutter from the foredeck and of course, stops water descending onto the bunks.

This wasn't the end of operations however, as we now had to rebuild the bunks. We determined

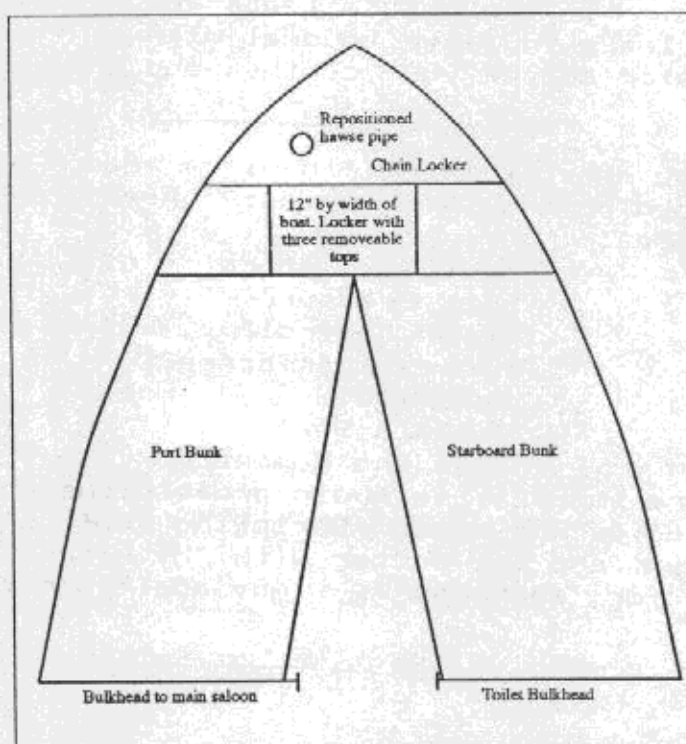
that, (a), both bunks had to be easily removable for extra space and, (b), there was to be no boxing them in as before. Rather we wished to let air circulate so the whole area was kept fresh and sweet.

Starting with the starboard bunk, it was at this point that son Benjamin arrived so, naturally, it was christened Benjamin's bunk. Twelve inches aft from the new anchor chain locker, another low level bulkhead was formed to the width of the boat. It rose nineteen inches above the floor and incorporated a vent hole for air to circulate. This formed both a front bunk support and small locker. A removable top from three pieces of marine ply completed this arrangement. For the aft support, a teak shelf was fixed at the same height on the toilet bulkhead. Finally, a bunk board was cut from marine ply and reinforced by teak edging for

strength. The final size of the bunk board was approx four and a half feet long. Using this, the new locker and the anchor chain space, a six footer might stretch out at ease, feet supported by odd bits of rope, spare socks etc. on top of the anchor chain. For Benjamin, now almost four years old, it's just right.

The port bunk was built on similar lines and didn't take quite so long to organise as the front support

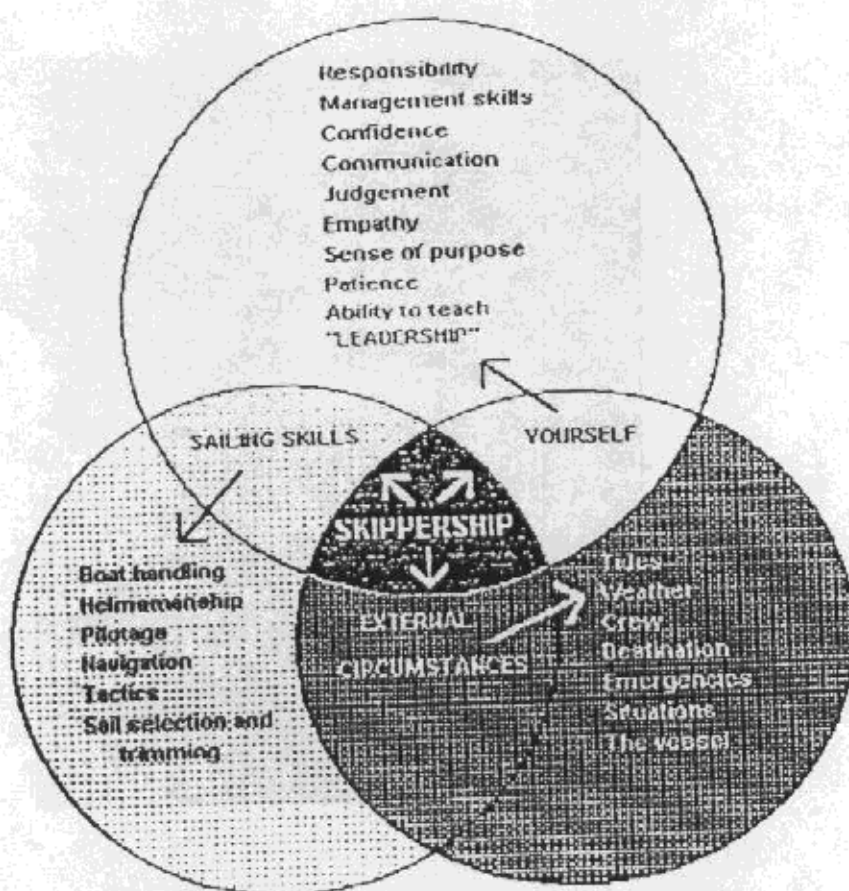
was already in position. Interestingly enough however, during its construction, a new nephew arrived. Naturally, this was now referred to as Charlie's bunk. The space below both bunks is 'open plan'. There is room to stand up for dressing and undressing and sail bags can be stowed underneath. From being poor occasional berths, the forecabin bunks are now the most comfortable on board. Really, we must get around to doing something about the main cabin berths one day.



With Thanks to the Nottage Institute

Being a Coastal Skipper or Yachtmaster is not simply about being an academic whiz kid with the theory nor even an absolute ace at the practical sailing skills. It is about being a skipper, a ship's master - about being in charge. It does involve our understanding of the theory and our practical ability to handle a boat. But much more. It involves the ability to take charge of a yacht in such a way that the experience for everyone on board is one which is safe, purposeful, satisfying and pleasurable and which increases their sense of self-worth, self confidence and gives them a sense of deep satisfaction.

A friend of mine coined the term "skippership" and, as I recall, he analysed the concept something like this:

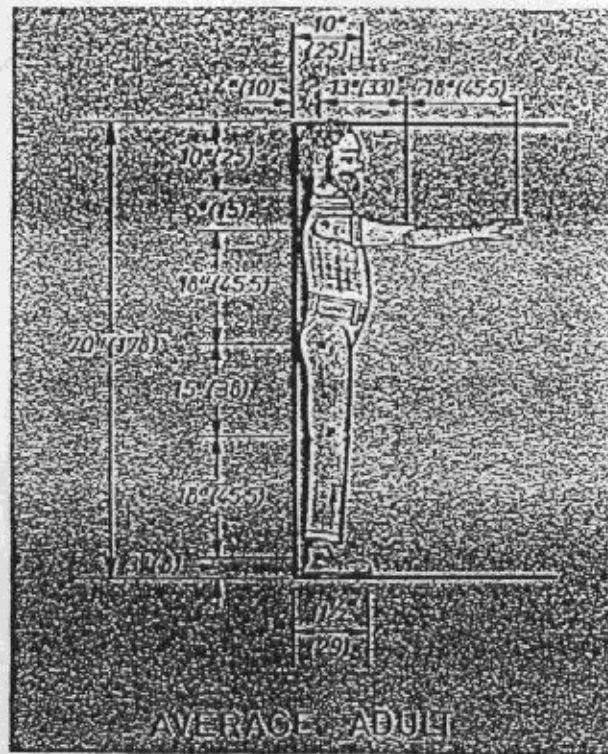


Above all we must be clear what our aims are when we sail. I suggest that there can really be only one aim in sailing in our modern age and that is pleasure: our pleasure, the pleasure of our crew and the pleasure of all others who share the seas with us. Don't get so bogged down in theory that you become one of those skippers who wears a perpetual frown. And please do not be a "shouter"! There is no fun in that for anyone - the skipper, the crew or the unfortunate bystanders. Inspire confidence, give pleasure and relax. You will never be short of crew.

PART II

The Shape of Things and Humans

The art of building things that fit comfortably to the human frame is well, but not perhaps widely, known. It is important not merely for comfort in the luxurious sense, but also to avoid unnecessary strain and to promote safety aboard. This section outlines the properties of the principal artefacts aboard, using an articulated model man, scaled to the average adult of 5 ft 10 in (1.78 m), see Photo 15. Things made specially for larger or smaller people—women are some 4 inches (10 cm) shorter on average—should be adjusted accordingly.



15.

From "Yacht Joinery and Fitting" by Mike Saunders, courtesy of Hollis & Carter

But on a yacht, where space is so tight, it is often the boat that dictates the sizes, and compromises are necessary between, say, elbow room in the galley, and length of a bunk. Whether there is a problem or not, it is prudent, when planning a construction or modification, to make a scale man of cardboard, and move him around the drawings. Scale models can be purchased, or a cardboard model made using the proportions in Photo 15. *All metric dimensions—the ones in brackets—are in centimetres.*

1. Lying

Photo 16 shows a bunk in side view, and three figures are given for the length. Here, as elsewhere in this section, 'A' is the smallest dimension that is usable without acute discomfort. 'B' is an acceptable figure, and often found in yachts. 'C' is the dimension at which real comfort begins.

Bunks, especially quarter berths, are often tucked wholly or partly under things, so minimum heights are given too. These are important to comfort, particularly at the shoulder, and should be kept as large as possible if you want to avoid that troopship feeling. Ideally, you should be able to sit up in bed without bumping your head, as shown in Photo 16.



16.

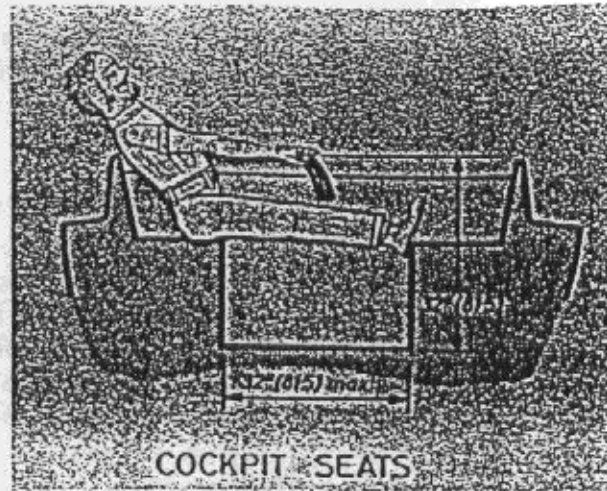
While a bunk cannot be too long, it can certainly be too wide. Something the width of a domestic bed (say 36 inches) is impossible to jam oneself in, and can murder all sleep in a following wind, when the ship is rolling (Photo 17). For this reason a double bunk should have some sort of centre board if it is to be used as a single at sea. A double bunk need not be twice the width of a single, i.e. $2 \times 24 = 48$ inches. 42 inches (107 cm) is sufficient to make a very pleasant double berth.

Bunks can often be made narrower at the feet, with a useful saving in space, provided that one can lie on one's side with knees drawn up.



In Photo 18 our man is sitting at a standard table-and-seat arrangement. But an 18 in seat height is more of a maximum than average, and can be reduced to increase the comfort provided there is space to stretch one's feet out a little more. A seat height of 13 inches is not unreasonable, though it then becomes a trifle difficult to use the table. The level of the top of the table must naturally drop with the seat, the 11 in difference being quite critical. Incidentally, if you drop the seat, you will probably lose valuable locker space, but life is not perfect. . . .



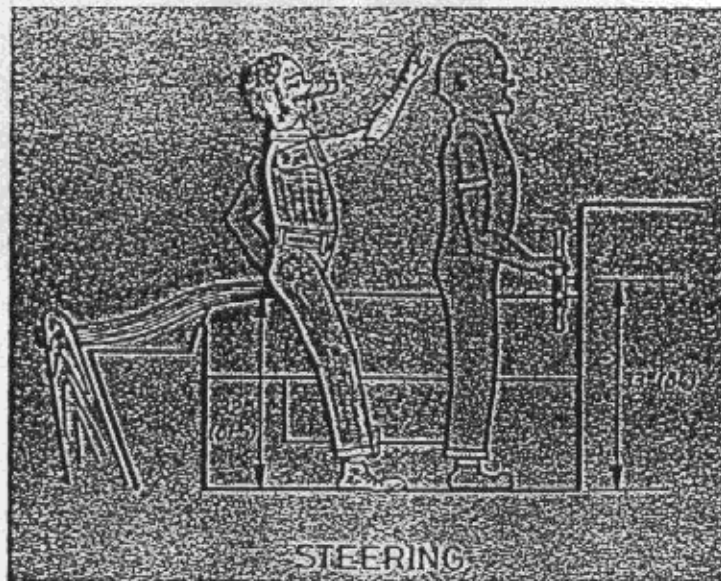


19.

COCKPIT SEATS

Sitting in the cockpit (Photo 19) is rather a special case, because you must brace your feet on the opposite side. Spacious cockpits are stylish in port, but a curse at sea, where one day they may lead to a broken bone. The tiller is shown at a height of 32 inches, because that is what is needed when you stand; but a height of 27 inches is much more comfortable when sitting. Many tillers hinge up, thus accommodating both heights, but unless they are provided with a stop, they are wearying to use. Alternatives are a vertically forked tiller, practical though not very becoming, and a curved tiller which can be turned upside down to curve up instead of down.

When you are standing at the tiller (Photo 20), you may hold it just behind you (the height then is not too critical) but it is pleasant to lean back and steer confidently with the coccyx, leaving hands free to light a leisurely pipe.



20.

STEERING

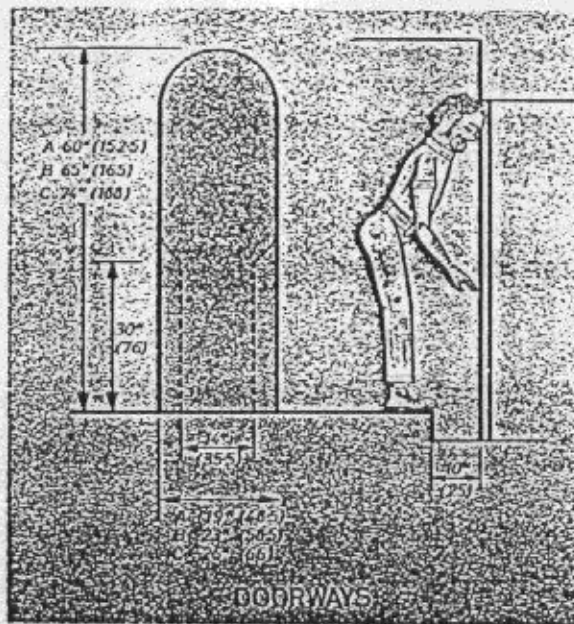
The best height of a wheel depends mostly on its shape (spokes or not) and its diameter, but a general guide is that the hands should be between 4 and 8 inches below the level of the elbows for a comfortable steering posture.

3. Standing

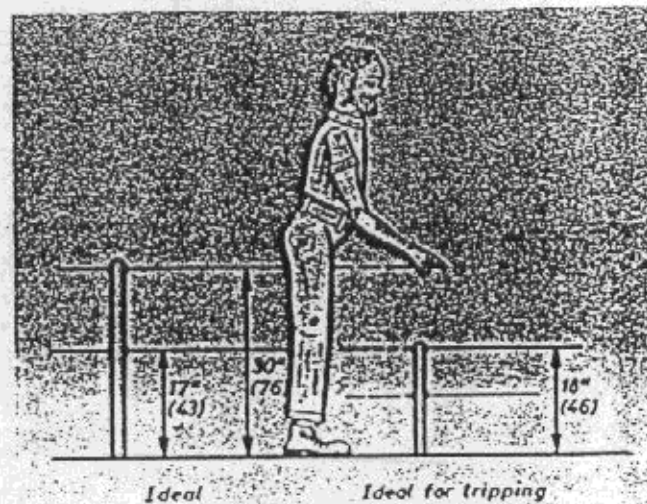
Headroom is too obvious to need comment, except that beams a whisker too low are much worse than something that must obviously be ducked under. For this reason, doorway heights A and B, in Photo 21 are at, or below, eye level. If a step down in headroom is necessary, and a step in the sole level is possible, then that step should be well before the doorway, as people always lean forward when they move forward.

Doorways need not be the same width all the way down. They can narrow below hip level, and floors as narrow as 11 inches are not too inconvenient.

While on the subject of standing, one often sees safety lines which could, more properly, be called trip lines (Photo 22) being exactly the right height to catch you below the knee caps, and tip you into the briny.



21.



SAFETY LINES

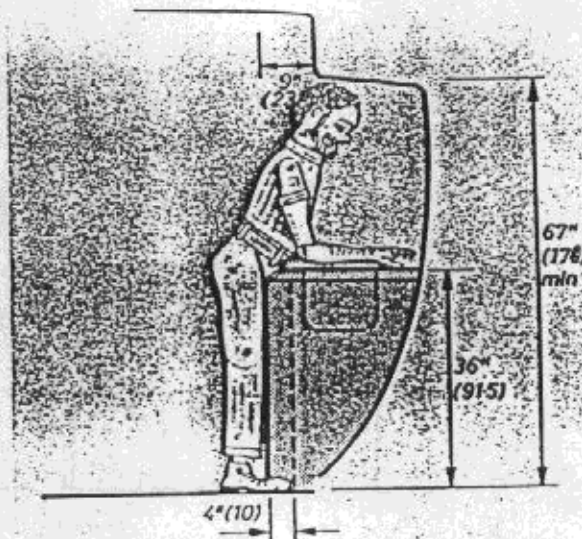
22.

4. Worktops

The height of worktops is critical, if one is to work at them without strain. 36 inches is the standard height for sinks, cookers, workbenches and so on, but if the former are to be used mostly by women, then dropping the top an inch or so may be advantageous. For close eye work that is not strenuous on the muscles, like a stand-up chart table, 42 inches is comfortable, while for certain other work that involves a great deal of hand movement and muscular effort but not much eye strain, a lower than average worktop is called for. The most comfortable height for sawing, for instance, is 31 inches for the average man.

Whatever the height, the front edge of the top should stand forward of the toes by 3 to 4 inches (Photo 23). This is not easily done on a boat, but if the top is much used, the result is worth it. The strain of leaning forward slightly against a straight up-and-down front creeps up on you slowly, first tiring out the muscles of the back, then the leg, then the neck and finally the whole body.

The other clearance to watch is the headroom when you lean forward (as you always do when working); sinks and cookers are often placed under the decks, and the edge of deck and coachwork often sits at a nasty height.

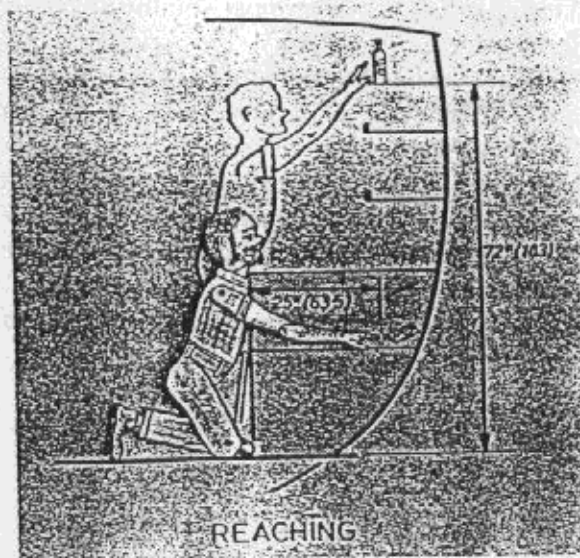


WORKTOPS

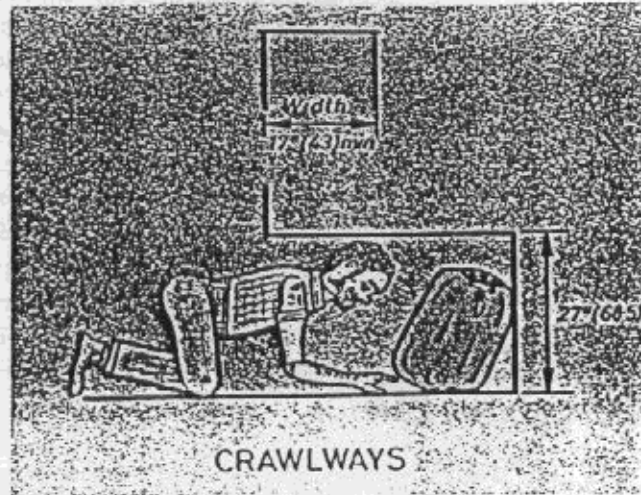
23.

5. Reaching, Crawling and Climbing

Reaching (Photo 24) is not generally tiring, as it is only done for brief periods. Kneeling to reach into lockers, the limit of stretch is about 25 inches from the shoulder. Note that our man cannot actually see what he is doing, and it would be better if there were space for his head in the locker too, calling for an opening height of about 12 inches. Standing, one can reach a height of 6 feet with ease, even allowing for a good reach forward.



24.



25.

Crawling also is not something in which one indulges day and night, but it is done more often on boats than anywhere else, and Photo 25 gives a rough idea of what is possible. Hatches are a kind of crawlway, and 16×18 inches is about the smallest you can use without squashing through, although I have successfully tested a hole 10×14 inches, and I am of depressingly average proportions.



26.

Photo 26 illustrates a companionway of sound and comfortable dimensions. Steps may be pitched an inch or two less than the 10 inches shown, preferably not more, though 12 inches can be regarded as a maximum. The step width is not critical; 10 inches is the optimum, but less than half that width is still pleasant to use, provided that one's toes do not come up hard against the bulkhead behind. Similarly, the slope of the ladder is not too critical, a rise of about 3 inches for every 1 inch stepped out being common. Less than this is awkward, as one is prone to fall backwards. In any event, handgrips, either on the ladder or on the bulkhead, should be provided in generous measure. The hatch opening is important, as one must not only be able to leap up the ladder without clocking the back of one's head, but also to descend, clutching a box to one's chest. The 27 inches shown must, therefore, be regarded as a minimum for the slope of ladder indicated; clearly the further the ladder juts into the cabin, the deeper the hatch.

6. Hands

The average hand, or, more accurately, a standard hand around whose proportions you can design things, is shown in Fig. 15. Obviously, the most important aspect of the hand is gripping, and Fig. 15 shows a round bar grip, $1\frac{1}{8}$ inches being the most comfortable diameter. In fact, a perfectly round bar does not lie as well in the hand as a rectangular cross section (rounded over), with the flat, long side against the palm. The reason is that the main gripping muscles draw the fingers, rather than the thumb, down to the palm. A shape 2 inches by a maximum of 1 inch wide, with well rounded corners, is good to hold, and nearly twice as strong as a round bar of $1\frac{1}{8}$

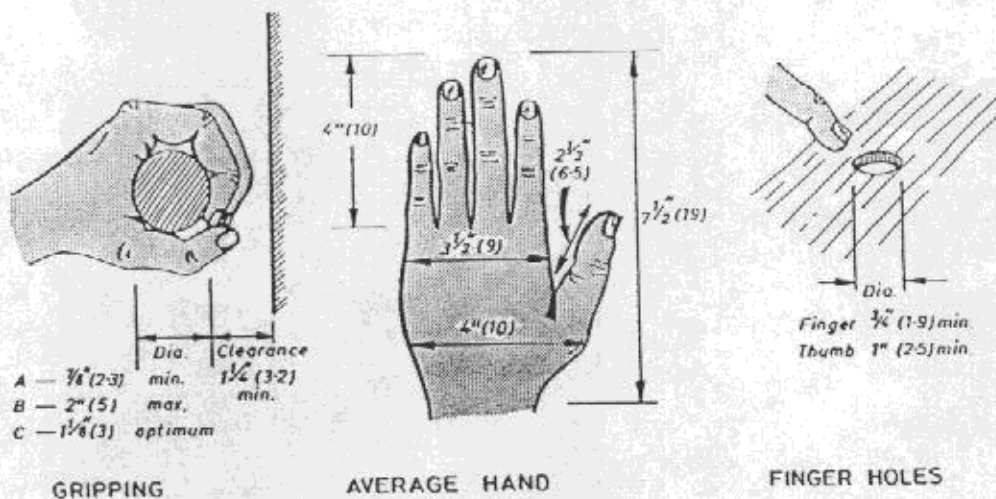


Figure 15. HANDS

inches. Clearance between the bar and a bulkhead, say, must be at least $1\frac{1}{4}$ inches to avoid barking the knuckles, but may be slightly less if the handgrip is a hole cut out of a plank, i.e. the clearance is between one rounded piece of timber and another.

Clearances across the hand should not be less than 4 inches. The gripped part need not, however, be straight. A curved shape—as when hanging on to a hand ring—offers a splendid grip.

The minimum finger-hole diameter of $\frac{3}{4}$ inches should be used if you want to jam your finger—for example, when lifting a locker lid—otherwise, the more usual size of 1 inch, or even a little more, should be cut.

Editor's Notes

We were rather short of contributions from members for this issue. More copy, please.

Thanks to those who did contribute. We have had some wonderful sailing in Lady Mary. I hope everyone has had a good season. The cover picture is Z4 "Jacaranda".

I am asked to remind anyone who has not paid to contact the Hon Treasurer immediately if not sooner. 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

Contact Phil Gordon c/o

4, Maytree Close, Coates,

Cirencester GL7 6NQ

Free Spirit Philesia Design 3.6 tons

Partially restored

Apply John Paton

Andante II Norman Dallimore Design Apply John Lesh

10 ton cutter

NEXT ISSUE

We hope to publish the Autumn/Winter Newsletter at the end of November. Would members please send contributions by 12th November to;

Keith or Janet Band,

Countess Cross Bungalow,

Colne Engaine,

Essex

CO6 2HT.

