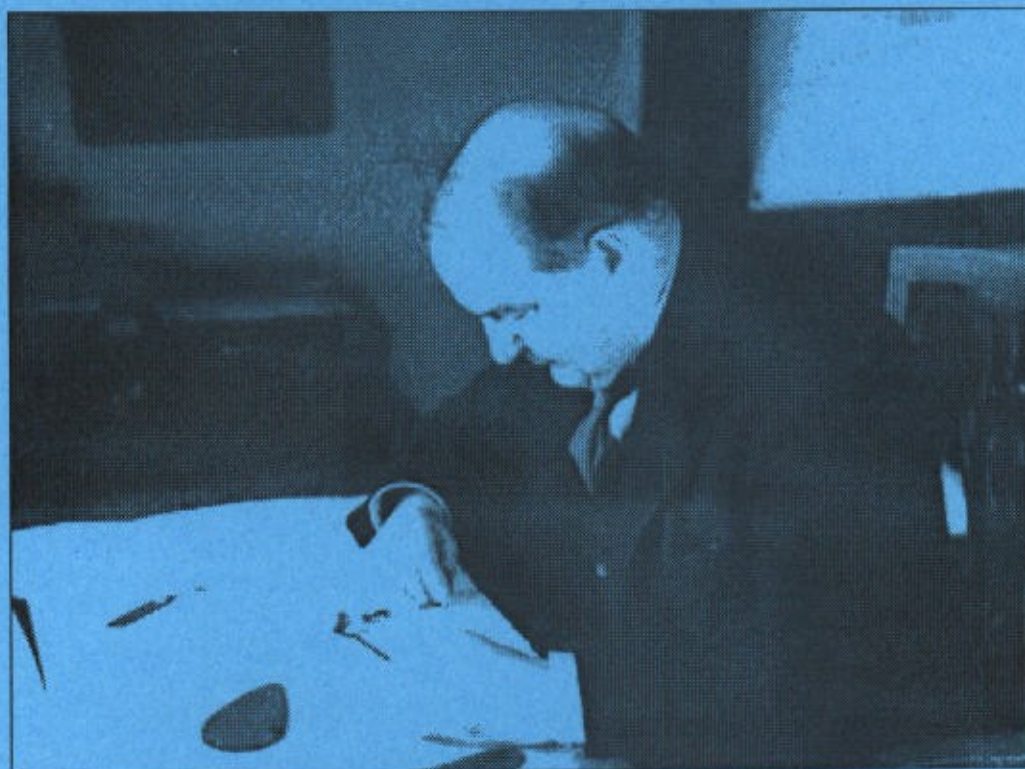


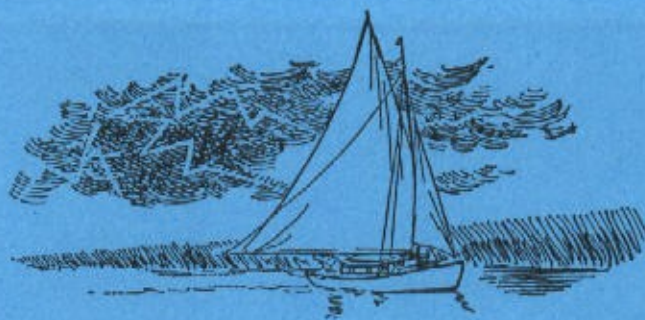


# THE HARRISON BUTLER ASSOCIATION



NEWSLETTER No: 50

WINTER 1999/2000



## THE HARRISON BUTLER ASSOCIATION NEWSLETTER

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No. 50

JANUARY

2000

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### EDITORIAL

To quote Burns - 'The best laid plans of mice and men' - well my plans for the special 50th Newsletter have been put forward to the Summer 2000 issue. This will permit more time and space to do justice to the proposed publication of a 'THB' cruise and the intended profiles of past and present association movers and shakers. Also our exchequer, I hope, will have been replenished by all the 2000 subscriptions. Accompanying this newsletter is the THB design catalogue. I am totally indebted to Mark Miller for collating this excellent publication from his extensive maritime library and archives. To my knowledge this is the first such collection of published THB designs and as such will be a marvellous point of reference for THB devotees and naval architecture students.

My thanks to Joan for her tireless support and enthusiasm during the past year which helps make the editor's life at times most eventful.

Apologies for the rather overdue publication of this newsletter, although I can place the blame on an old wooden boat, they do have a repetitive habit of causing trouble. I recently sold for a client, a 1945 50' 'Dickens' GSL motor yacht, which required five replacement planks on and below the waterline. The time set aside for producing and processing the newsletter was suddenly consumed by the urgent need to assist with the planking and also replacement of a dozen rotten ribs after my colleague, who was doing the work, tripped on the gangway and broke his ankle. Like time and tide waiteth for no man, dry docks are flooded when your time expires. We just managed to complete the work in time, however there were some entertaining moments along the way.

All good wishes for an enjoyable and trouble free sailing season.

Paul Cowman

Worcester. January 2000.

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COVER PHOTOGRAPH - THB at his drawing board, circa 1936

*Disclaimer: The opinions and views expressed in articles and correspondence in this newsletter and in other association literature are those of the contributors and not necessarily those of the association or its officers. No responsibility can be accepted for the accuracy of the advice, opinions, recommendations or information given. Dates of events should be confirmed before setting out. Modifications, alterations or additions to boats featured in any articles or correspondence should be checked with the appropriate manufacturers or professionals.*

# THE PRESIDENT'S LETTER

November 1999

Theale

Dear Members

We are trying to make this Newsletter special because it is No. 50 and because it is our first in the year 2000. For me, it is not No. 50 because the President's Letter was not a feature in our early years, more than a quarter of a century ago. However, it is the last I shall be writing to you this century so I shall try to make it at least readable. I have quite a lot of things to say to you but not all come under the heading "scintillating". It will also be the first letter from me to reach you in the new century. When I was much younger I didn't really expect to be around in 2000 (I hope I shall!). My 82-plus years have certainly been an interesting period in which to live but one of the things I most regret is that it is no longer safe to put your child outside in the pram for fresh air while you get on with the household chores. I used to bring in my firstborn for his lunch and in his pram would be gifts from his admirers! Today it could be a pram minus baby - or indeed, neither pram nor baby. It's sad that people nowadays have lost that and so many other types of freedom. I know that each generation in its turn says 'things aren't what they were in my young days'; some are better, some are worse. I will now get on with my letter, and hope that better things lie ahead for all of us.

[Since writing my letter the goal-posts - or marker-buoys - have changed as explained in Paul's 'Editorial'. Thus, this is by way of being an interim newsletter and much of the planned content is being held over until the Summer Newsletter, being replaced by the Design Supplement which has been compiled by Mark Miller. I am sure you will find it interesting.

We are hoping that the next newsletter will contain the expected/hoped for articles from members who haven't made it to the deadline for this issue. Don't think you are off the hook!

I'm afraid I have one HBA death to record, that of Jim Broad who died on 27th September. Not many members knew him and that was their misfortune for he was a most interesting man and I loved listening to his reminiscences and his fund of local knowledge of the history of Plymouth and naval matters. He used to sail 'Zante', his Z4 tonner single-handed (mostly) and the engine was lodged permanently under his kitchen table - a long-suffering wife! He had been ill recently and I had not seen him for some years.

Tom Salmon was not an HBA member but he and his wife Elsie became friends as a result of his being the narrator of the 'Under Sail' television series (including "our" episode 'Just what the Doctor ordered') and a friend of Brian Hawkins, producer of the series.

When at The Crag in October I rang the Salmons, as I usually did and learned that Tom was seriously ill in Falmouth Hospital. I told Brian who came to The Crag and we visited Tom who died three days later. We all knew he was terminally ill but there was no indication when we saw him that death was so imminent and he was in good spirits, though frail. We were very glad to have seen him.

He was well-known and well-loved in the broadcasting world of the West Country as evidenced by the attendance at his funeral. I keep in touch with Elsie.

New members continue to grace our List and I have quite a number of names to put in the Autumn Supplement. I look forward to meeting them.

On the subject of the List of Members: please check your entry - and on the Supplementary List and let me know of any mistakes so that I can correct them in the 2000/2001 List. I myself have encountered some incorrect telephone numbers and have had recourse to 192. Remember, some numbers will change next April. Please tell me if yours is among them. You can ring me on 0118 9302945 or, sometimes, 01326 270899. You will not receive the 2000/2001 List until July.

I met some new members (and lots of non-new ones) at our HBA Bring & Share Lunch at The Crag in October. It was fun, with 21 of us for lunch and four members staying with me over the weekend. There was lots of talk, oceans of food (lots of doggy-bags to take home) and quite a wide geographical area involved. Most came from the Fal environs, Desirée Campbell from Torpoint; Celia Joyner (new owner with her husband Miles of 'Davinka') and her daughter Gaby from Exeter - Miles couldn't come; Tony and Valerie

Garrett from Whimple in Devon, making a welcome re-appearance after many years of absence from our functions. Peter Crook and Elspeth Macfarlane came from even further afield, in Bristol and Paul Cowman from Worcester. I had very little to do because HBA members are dab hands at rallying round. We had all produced food and some kind people did the washing-up. What about a repeat performance in April?

Did you see the article in *Classic Boat* (November) on Geoff Taylor and 'Watermaiden' (probably 'somewhere in the Atlantic' as I write) or vice versa? Geoff approved as I think we all must have done who read it. I had a Christmas card from Geoff written on 17th November from Vilamoura, just before he left en route for Florida. As usually happens when there's an HB orientated article there was a spate of orders for his book. The supply must be getting low now.

The January *Yachting World* is running an article on notable yachtsmen and I was asked for photographs of THB.

We have another venturesome member. Jeremy Burnett and a friend set sail from Falmouth at the end of August in 'Marelle', designed by McGruer, and they called first in Madeira where they met Jochen and Anja Schreiber in 'Jolanda'. They had last met in Falmouth. They continued to the Canaries and then the Cape Verde Islands and now are about to leave Mar del Plata in Argentina for their next port of call, Punta Arenas in Chile. Guess whether they are bound after that? Continued in our next newsletter unless there is stop-press news to include before this goes to print.

I have a letter from Anja and Jochen to include giving an account of their voyage from Falmouth, or the Helford River. I don't know where they are now.

Another letter is from Greg Webber in Canada and is full of news - some good, some bad. I do hope Steve or his friend, or both, will restore 'Zair'. She was a member, aeons ago. Her owner had a typewriter with twirly writing, but just now I cannot recall his name. Greg is not a member - yet. I have hopes. I also hope we shall be able to have 'Erla' back with us again and also that 'Sage' will join. How does one find these boats? Perhaps a plea on the Internet where I was interested to learn that we have a place. I have to up-date our entry when I've completed the newsletter items. I think 'Sage's' builder must have had the 'Khamseen A' plans from Hubert Havelaar - one time member, who elongated her to produce 'Grebe'. It's good to have recent news of these boats.

I joined Colin, Karin and Catriona at The Crag for the Eclipse (eclipsed by cloud) and remained to return with them a few days later. I had seen the 1927 eclipse shortly before I was 10 so was interested to compare the two even though the totality was lost to us. I had forgotten how suddenly the final darkness came (and it went even more quickly) and it knocked me off-balance so that I had to put a hand on the sun room wall. It was not as dark this time as I had remembered but, as last time, it was an eerie experience. Also, this time there was a "sunrise" on the southern horizon.

The day before we left, we were visited for tea by Martin Braint in 'Argo', Craig Nutter in 'Sabrina' and Alexia Jenkins plus four friends/crew members. The boats looked good from aloft as they sailed past The Crag and I got a closer look when we (who had been at the Laying-up Supper the previous evening) visited them and 'Sally II', Adrian Morgan's Vertue in October.

All these had braved the elements and sailed from the Hamble to the Beaulieu River in near if not full gale-force winds to be at the Supper.

The Supper was particularly enjoyable this year - I don't quite know why - and there were contented comments on all sides. Our grateful thanks go to Clive Lester for organizing the event once again.

We had an additional bonus in the presence of Frank Hart who had forfeited the opportunity of cheaper air-fares from Australia by altering his travel-date so as to be able to attend. That certainly speaks well of the HBA and it was lovely to see him again - and for longer than just the duration of the Supper for he, Keith Band, Jill Betts and I enjoyed the overnight hospitality of Ann and Clive Lester at Beufre, an additional pleasure.

I often wonder why these days so few boats have a cove line which adds so much to the good appearance of a boat - provided the direction of the line is correct. I suppose people boggle at the fiddlyness of painting it but, dare I suggest it, coloured sticky-tape serves very well and is not difficult to apply. (I have never tried!). John (Ives) used gold sellotape aboard 'Easter' and he said that it was more satisfactory than gold-leaf in tropical heat. Also, HB boats look much better in colours other than white.

### Less chatty matters

We are to have a change of Minutes Secretary next year as Jill wishes to retire after quite a lengthy spell. I searched around for someone who always comes to the AGMs (very few qualify for that) and approached Mark Miller who has agreed to take over if appointed. The Minutes Secretary has one other responsibility - to organize any Special General Meetings, should one ever be necessary. This appointment will be made at the start of the AGM so that the newcomer may put pen to paper immediately. Other nominations will be accepted.

Peter Crook is proposing a scheme which might ease the financial burdens of some of our overseas members - the Australians spring to mind. It's on account of the extra expenses involved in currency transfers and rates of exchange.

Our Editorial service needs to be spread over more than one person: the editing and sorting and selection of material and, the actual mechanical side of the production.

Paul is finding that his resources for the latter are inadequate. We need a member who owns or has access to a computer which would print and collate the papers in Newsletter form (including photographs) and, probably, mail the packages in strong envelopes.

The List of Members would be included in this service, plus the leaflets for the AGM and the Laying-up Supper. It is a twice-yearly happening (once for the List and once for the Supplement) and I am sure that for someone with the right facilities it wouldn't be too irksome. It would be a great pity if we had to lower our standards because Paul's facilities had reached breaking-point. We owe a lot of gratitude to his long-suffering secretary, Caroline but she has also a family life to lead and her own computer hasn't the sophistication which could make the production so much easier.

I think I said in the Summer issue that the AGM would be on 27th February. That was incorrect: the date is 26th February and I look forward to meeting both old and new friends.

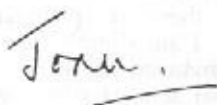
My letter wouldn't be my letter if I didn't urge you to pay your subscriptions. We shan't have to chase you if you fill in and send to Peter the Standing Order form.

Back to social matters. I had an interesting visit from Rutger Palmstierno, a Swedish new member who came to lunch. He had rung earlier from Sweden to tell me he owned an HB boat and I think was slightly surprised when I said 'that must be *Yoldia*'. She was built in Finland in 1928 and Rutger has a story to tell about her, perhaps in this issue. I look forward to seeing him again and, with luck, his wife, Kristina as well.

What I didn't say earlier was my regret that the gale-force winds did prevent some boats/members from coming to the Laying-up Supper. Sad because Peter Pralle has moved (I think) from Bembridge to Norfolk but maybe he'll come to the 2000 Supper in Woodbridge.

Christmas and the New Year will be but memories when you read this but I hope that 2000 will be a specially happy year for you with good sailing and many other pleasures.

As ever,



Joan

### Stop Press

A postcard from Jeremy Burnett which was written on 6th January and has reached me from Punta Arenas, Chile (in the Magellan Straits) has reached me today (18th January). I think they will have left by now after having some work done to their damaged (not specified) mast.

Their plan is to round the Horn and then proceed to the Falkland Islands and, if things synchronize, to rendezvous with Adrie who is at present visiting Antarctica. Then, it's the Azores and Falmouth for Jeremy & Co. plus or minus any changes of plan on the way. Wouldn't it be strange if they were becalmed off the Horn!

## Members' Letters



### 'Zair'

Greetings from Canada! I've meant to write you this letter for many years now, with news of a few of H.B.'s boats you may have lost track of, or not known about.

I am 45 years old, born and raised on the west coast of B.C. and work as a machine operator in logging camps to support my passion and lifestyle of living aboard and cruising on boats.

When I was in my teens, racing dinghies in Comox on Vancouver Island, a beautiful small 'ship' named 'Zair' sailed into the harbour. She came up for sale and my best friend talked his dad (a non-sailor) into buying her. We learned she was an H.B. Z4 ton design built in the '30's in Scotland. [That would make her a Zyklon rather than a Z4 but her photograph shows her with the triangular chain-plate and combined main-sheet horse and bumkin of the Lockhart-built Z4 tonners.] This was my introduction to H.B.'s designs. Although my friend's father rarely used her, we, in exchange for maintenance, practically lived on her for the three or four years she was there. We enjoyed countless sails on board, including my first overnight sail across the Straits of Georgia in 25-35 knot winds.

What a delightful little boat. I lost track of 'Zair' after another 10 years or so, as I left the area and 'Zair' changed owners a few times. Now, almost 30 years later, while visiting my old home town, an acquaintance mentioned an 'old boat' in a field he thought I would remember.

Propped up by some blackberry bushes, (some growing through a missing plank) was unmistakably 'Zair'. What a shame to see her in such poor shape - but nice to see an old friend again none the less.

I met Steve Phillips of 'Galatea' at Canoe Cove Boatyard a few weeks ago and as he was interested, I drew him a map to find 'Zair'. With any luck, he or someone he knows may bring her back to life, though it would be a full restoration at this point. Steve supplied me with your address. The story continues!

In my early twenties I lived aboard an A. Buchanan 'Sea Spray' sailboat, my first proper cruising boat. Three years later, I inquired after a new boat, (hull, deck and cabin) that had been launched and sat unmoved for a couple of years - 'Sage' was an H.B. Khamseen A. design (Z4 6-ton scaled up, I believe) built by the now deceased George Brougham of Comox. I worked out a trade and became the proud custodian of my first H.B. boat. George built the boat to plan, changing only the cabin, as you can see in the photos. [He extended the cabin-top forward of the mast.]

I built the interior, rigged and sailed engineless for many years. She sailed very well and drew admiring comments everywhere!

\* Of note: a fellow on 'Denman I' scaled up Khamseen A. to 35' or 34' L.O.A. I believe and built her of strip planked red cedar. This vessel is named 'Grebe' - is very nice looking - Gaff rig topsail cutter and tasteful pilot house. [This is the boat built by Hubert Havelaar who used to be an Associate member. I think he probably let George Brougham use the original plans for 'Sage'.]

I eventually sold 'Sage' to some friends of mine who enjoyed a trip through Panama - Caribbean to Nova Scotia then back to Alaska. They also loved the boat and sold her as their family grew and they sought a larger boat. Larger boats are always a mistake I think! The last I heard, 'Sage' was living in Alaska with a new owner.

My last H.B. boat is the sweetest of all. 'Erla' came into my life 4 or 5 years after 'Sage'. I regretfully had to sell after only three years. She was let run down terribly by the new owners and it was with much delight I saw her just this Fall, looking much, much better. 'Erla' is an exceptionally nice boat to sail, very secure, wet and fast to weather! Of all the boats I've been fortunate to share, I loved 'Erla' the most. From some of my H.B. literature I acquired over the years, I learned that 'Erla' was the Sinah design boat built in Denmark that H.B. went to see when launched as the owner couldn't figure out why she floated above her marks. Turned out the scantlings had been misread by the builders (beam from outside of ribs was used for inside of ribs, I think). Anyway, the couple of inches of beam didn't detract from her beauty or her sailing ability.

I hope these photos and news of H.B. boats in B.C. help out your club. Middle age has me living aboard a nice Mk8 Nicholson 32 that I am outfitting for some distance cruising when I retire in a few years, though, in my heart of hearts I'd love to find a Z4 tonner in England that had been well cared for and in really good shape, to sail downhill through Panama and home, as the smaller boats are really the most fun.

Hope all is well for you.

Nanaimo B.C.  
Canada

Greg Webber

[What an interesting letter! 'Sage' is unknown to me so I hope we shall be able to track her down. I have a rather tenuous possible contact in Alaska. I am very glad to have news of the others, sad though it is about 'Zair'. Perhaps Steve will get her afloat again?

Concerning 'Erla': yes, she is the Sinah built in Copenhagen for Mr Hingeley and, yes, she is one of several H.B. boats where the builders have taken the sections on the body-plan to be moulds rather than the finished article i.e. they have planked outside the plan rather than inside. I am slightly surprised to hear that 'Erla' is wet to windward as there has been no such comment from either John Hartley nor from David and Elizabeth Stamp about 'Amiri'.

Greg is correct in his belief that Khamseen A. is an enlarged Zyklon - very recognizable as such when you see one. I hope Greg will come over but I am always rather sad when our H.B. boats are extracted from Britain and then left to rot in a foreign land. Unfortunately, that is not only a transatlantic disease. It also happens here.

\* \* \* \* \*

# LOOSE ENDS



## ASSOCIATION BURGEEES

HOUSE FLAGS £8.00 ASSOCIATION TIES £6.00

Available from the Hon. Treasurer

\* \* \* \* \*

## BOATS FOR SALE

### 'COBBER' Z4 Tonner

21' 9" x 19' W.L. x 7' 2" x 4' 4" 4 T.M.

Alfred Lockhart Ltd. 1939

Pitch-pine on oak, teak sheerplanks and brightwork, two berths and two pipecotts

Bermudian Sloop rig. Reconditioned 8 h.p. Stuart-Turner auxiliary

Lying: Hampshire

Apply owner 01273 401076 or agent 01905 356482

### 'CHIQUITA' Z4 Tonner No. 22

21' x 19' W.L. x 7' 1" x 4' 4" 4 T.M.

Alfred Lockhart (Marine) Ltd. 1939

Pitch-pine on oak, teak brightwork, four berths, Blake heads, galley

1996 9 h.p. Yanmar auxiliary. Bermudian Sloop rig

Lying: East Coast

Apply owner 01379 566241 or agent 01905 356482

### 'MARY GRAY' Z4 Tonner

21' x 19' x 7' 1" x 4' 5"

Alfred Lockhart (Marine) Ltd. 1937

Pitch-pine on oak, teak brightwork, two berths, Blake heads, galley

9 h.p. Yanmar diesel. Fractional Bermudian rig. Good example, keenly priced

Lying: Hamble

Apply agents 01905 356482

### 'ZEBEDEE' Z4 Tonner

24' 9" O.A. 21' 9" O.D. 19' 6" W.L. x 7' 2" x 4'

Sail Area 267 sq. ft.

Alfred Lockhart Ltd. 1939

Mahogany on oak, mahogany brightwork, two berths, Hydra heads, galley

Rebuilt 5 h.p. Brit Imp auxiliary. Avon dinghy. 28 years ownership. Recent considerable expenditure

Lying: Isle of Wight

Apply agents 01905 356482

### 'ZELÉE' Z4 Tonner No. 18

21' x 19' x 7' 1" x 4'

Alfred Lockhart Ltd. 1939

Mahogany on oak. Laid-up ashore. Some work started, total restoration required

Lying: Suffolk

Apply owner 01473 736413 evening/weekend 0403 441257

### 'LA BONNE'

27' 8" O.D. 21' W.L. x 7' 1" x 4' 8"

H. Gale of Cowes 1919

Pitch-pine on oak, teak brightwork, four berths

9 h.p. Yanmar diesel. Bermudian Cutter rig (originally Gaff Yawl). Rare, counter stern, early HB design

Lying: South Coast

Apply owner 01705 413102

## CALENDAR EVENTS

27 February  
16 April  
18 - 21 May  
12 - 16 April

MALVERN BOAT JUMBLE  
BEAULIEU BOAT JUMBLE  
BOATS ON SHOW, PANGBOURNE  
TALL SHIPS, SOUTHAMPTON  
HBA LAYING-UP SUPPER

\* \* \* \* \*

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