



# THE HARRISON BUTLER ASSOCIATION



NEWSLETTER NO: 51

SUMMER/2000



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**February 2000 to February 2001**

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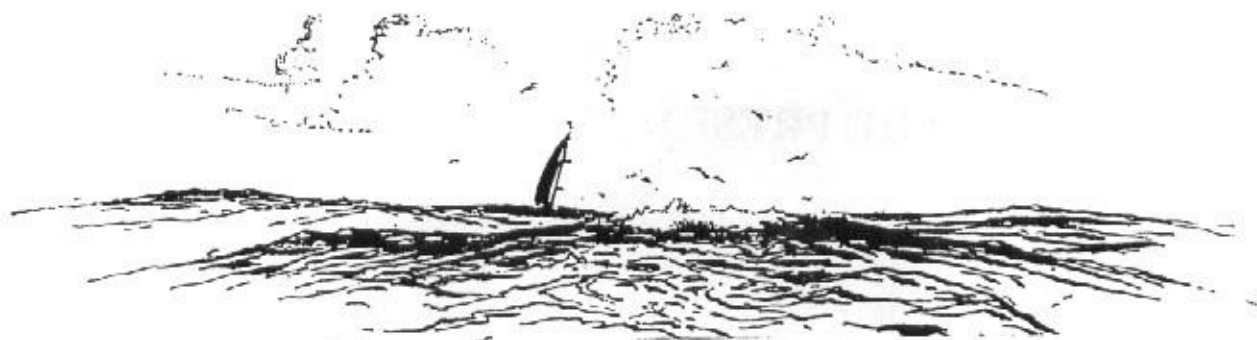
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## THE HARRISON BUTLER ASSOCIATION NEWSLETTER

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2000

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## THE PRESIDENT'S LETTER

May 2000

Theale

Dear Members

Letter time again and I'm determined not to keep Paul waiting this time. The trouble is, things keep butting into my life which have to be done and it's difficult to decide on which one to start.

The newsletter part of No. 50 took a slight back seat in favour of Mark's admirable compilation of the HB designs which are known to have been built. This was a mammoth task in which I also was slightly involved. It has received wide acclaim from our members, and rightly so. Thank you, Mark, we owe you a large debt of gratitude.

I must mention two things: Yoldia's design, *'Davinka'*, was inadvertently omitted owing to some confusion about the design and there were several 20' LWL Cyclones built - *'Kandoo'* (now *'Possum'*), *'Hobby'* (now no more) and a steel one, in Holland. There may have been others.

Some of my own contribution to No. 50 is more relevant to this issue, e.g. The Coronation Cruise.

I should like to pay homage to the service which is rendered to the Association by our Associate members. Jill Betts was our first Minutes Secretary and Mark has filled her place and our current Treasurer Peter Crook is also an Associate member. Where should we be without them?

So many things have happened and this year is speeding by so quickly that I have almost forgotten the AGM (short term memory going?). Our numbers were down a bit so that there was plenty of room in the Skittle Alley and here at home. There were new faces among the well known ones and it was a special pleasure to have Ron and Mary (Goodhand) with us again. We have seen them so rarely recently.

Probably the most momentous thing which happened was that Peter Hamey and Terry Wilson (two of the triumvirate who own *'Kelana'*) said they would consult Colin Hunt (the third) and thought that they might be able to help with the production side of the newsletter. The result of this consultation is before you as you read. They have a printing firm and are doing the printing and distributing of the newsletter, list of Members etc. I can't tell you what a relief it is to me and even more to Paul. It's wonderful how there's always a member, or members, to answer my pleas for help. Another large thank you, and not only for the practical help but also for your most generous terms.

Two dates to keep in mind. September 23rd, the Laying-up Supper at the Bull in Woodbridge (leaflet enclosed) and February 24th 2001, the AGM. You probably have a 2001 calendar in your diary so mark it HBA.

My next phase was at The Crag, in April and we had another Bring and Share Lunch which was equally as enjoyable as the October one. We again mustered 21 members though the mix wasn't exactly the same and again the members seemed to do most of the work while I swanned around talking to people and going round the garden with them. An HBA tea is planned for June 24th - goodness, Midsummer Day. It'll probably snow. May has been a specially beautiful month this year with so much blossom and all the leaves young and fresh.

Desirée Campbell joined me for my last weekend and we, plus Jan Robson and one solitary man attended a painting course in the Roseland Peninsula. Poor man, he was surrounded by nautical conversation because our tutor owns a St. Mawes One-design. At the end we all, plus wives, friends and a daughter came up to The Crag for a critique and tea after a very enjoyable three days of intensive painting - six pictures each - each person, not each day.

I've been kept informed of Jeremy Burnett's progress, so far as it's been known and have had two postcards from him, one you know about, from Punto Arenas in Chile and from the Falkland Islands



where they met our members Mike and Kirsten Hughes. They had been through the Magellan Straits from East to West, down the West coast of Tierra del Fuego to Puerto Williams then round the Horn and up to the Falklands where they were held up for a while by too much wind.

The Azores was next on the list but they missed it out because the "high" made it an impossible landfall so they continued northward in order to find the Westerlies and thence homeward bound. We are expecting them back any time now. (It's May 31st as I write this but my guess is they'll arrive sometime next week). Adrie has had a long time, I won't say on her own because she's done all sorts of things, but without Jeremy and it will be good to have him back again. Actually, Adrie made a very interesting trip herself to Antarctica (a commercial cruise) but sadly didn't coincide with him in the Falklands. She brought back some wonderful photographs as will, I hope, Jeremy.

My niece Caroline (Holton) and Geoffrey went to Antigua and saw Jane and Kenny Coombs and 'Cora'. Caroline and Jane had met here some years ago when they were both doing a galley-slave stint at one of the AGMs.

I had a letter from Jochen and Anja from St. Lucia. They were expecting to go to Antigua on their way home so I wrote to them c/o Jane but I have had no further news.

Geoff Taylor should be returning from Florida any time now. It would be fun if all three boats found themselves sailing in company up the Channel.

Paul Cowman came and stayed here for the duration of Boats on Show at Beale Park. It's a most convenient place from here being only about six or so miles "up the road". A beautiful site alongside the Thames with plenty of room for exhibitors and for parking (free) and a good-sized lake for sailing, steam or electric craft and for the miniature submarine, ? destroyer and schooner which put in an appearance as they did last year.

Paul had his Classic Yacht Brokers stand and I went on all four days. I didn't sell any boats for him but I recruited some new HBA members, Howard and Gill Swift and Chris and Catherine Batt, collected some subscriptions, met Richard Hunn for the first time and many other members both among the exhibitors and those who, like me, just came for the fun of it and the interest.

Loudon Greenlees drove me on the Thursday and Jill and David Betts had gone on ahead. It's very easy not to meet people because of the spread-outedness of the exhibits and, sadly, I didn't meet Peter and Chris Hasler. I didn't know they were going to be there. Peter Crook and Elspeth Macfarlane came on Friday and we went through the Defaulters' list (70 on arrival but I had some subs to hand over) before going to the Show. Keith Band came on Saturday and I also saw Paul Wiggins who had come with his parents. On Sunday great-nephew Charles Butler came and brought his mother whom I hadn't seen for some years. It was good to meet again and catch up on some family news.

Richard, while in Canada, had met Hubert Havelaar, a one time member who built an elongated Khamseen A. He is still working on 'Zephon' his Zyklon which was built in Wales. He said that the Greenwich YC had been a beneficiary of the Dome as their land was taken (I think) and they now have much better premises and facilities than hitherto.

On Sunday, at lunch, Paul and I were joined by an unknown couple and we used my handbag strap (courtesy Adrie, who had given me the bag) to demonstrate how to tie a bowline (the non boy scout way).

I had also forgotten my walking stick (the result of my improving) so I called in at the Lyme Regis School of Boatbuilding where they were busy with bits of wood and where Dick and Carol Phillips, and now Howard and Gill Swift are members, and asked if they could knock me up a walking stick. Undaunted, Jan, a German student went into the hinterland and cut a piece of hawthorn from which he fashioned me a very sturdy stick which made my day much easier.

Dave Martin was functioning on the Falmouth College stand and Nat Wilson had brought his wife and their two small children from Ullapool. His Khamseen A. is no further on because of pressure of work - which is good news in these days.

At the further extremity of the site was Ian Richardson, a boatbuilder from Orkney so I made enquiries about 'Dilys' and drew a blank until I mentioned the magic name. 'Oh, there's a Harrison Butler boat up there' - 'Dilys', but he hadn't known her name. He knows Gordon and Viv Scott so I sent messages. Gordon had taught his son in Stromness. I talked to the Cades of O.G.A., Den Phillips, Ian Oughtred, Pete Greenfield, John Tough, Mr McNulty, Jamie Clay, Albert Strange Association and an unknown Dutchman who knows 'Witte Walvis' (White Whale), a Zyklon built in Holland, so I gave him our particulars and asked him to inform the owner.

Incidentally, everything is very quiet in the Netherlands, can we have some news from you, please?

Other members whom I met in their niches were Nic Compton, Adrian Morgan and Jenny Bennett. Altogether a most enjoyable, interesting and exhilarating four days for me and Paul enjoyed it too although he was to an extent tethered to his stand. I hope it was financially successful for him.

You will have noted that there were 70 bilge-rats on the list. That was remedied to some extent over the course of the Show. It is still too many and I do urge you to pay, preferably by Standing Order.

I doubt if Paul has received all the bits and pieces we had hoped for this issue but I have come across two items from a bygone Y.M. and Yachtsman which may be of interest to you. The "telegraph pole" rigging-screws were used on 'Vindilis' shrouds and never gave a blink of trouble - except occasionally to shins.

Look out for the article on 'Sabrina' in C.B. August. THB would have been interested.

Please, wherever you are in the world, do write up accounts of your cruises - however short or seemingly mundane. They will be of interest to someone else somewhere else who doesn't know the locality. Even a trip from St. Mawes to Falmouth could be packed with incident - though one hopes not. I had quite a testing time once on just that route with Colin and another young boy and his mother in an open boat when the late Mr. Burt said that had he known we were coming he wouldn't have expected us. Rather a case of three buckets out to two in.

I hope for you the sea will remain in its appointed place as you sail and that you will have a good season whether it be summer or winter where you dwell.

My blessings and good wishes.

As ever.

Joan.

Joan

#### Stop Press - 25th June

We had our HBA tea yesterday but with only 10 of us present - plenty of elbow room and while we missed those who couldn't come we who were there had an enjoyable "party". It was interesting to hear Jeremy Burnett's comments on his voyage to/from Argentina, Chile and the Falklands. He and his companions sailed into Falmouth on the evening of 5th June after being away for nearly nine months. Adrie, having spent years keeping guard on Jeremy's waistline, is now busy fattening him up. There is much more to learn of their experiences.

You will find another letter from Jochen and Anja giving details of their Caribbean travels. They should be back with us before long. They have obviously had an interesting time.

Geoff Taylor arrived back in home waters shortly after Jeremy and his friends. He had made a solo trip - as so often - back from Florida making use of the self-steering gears for most of the time. I think Geoff will have some helpful words for Joch and Anja about anti-rolling devices.



Tim Phillips had sailed from Fowey and spent a night in St. Mawes. He arrived here at about 10.00 a.m. yesterday and had a shower, then took Paul Cowman (who is staying here) for a sail in 'Zenocrate' and returned here for a quick lunch before setting off for Fowey again. Unfortunately he couldn't stay for tea but it was good to see him again and a bonus to see 'Zenocrate' sailing down below The Crag.

We were joined by Peter Crook for Saturday night and he and I checked the List of Members. He has used his computer to make all our notices e.g. constitution, requests for burgees etc, more dignified.

The plan is for another B. & S. Lunch in October. Fingers crossed.

#### (special for Australia)

David Stamp rang me today (26th) from Brighton, Australia, and said it was cheaper to ring Cornwall than Sydney. He's joined a telephone system which works.

We discussed the difficulties which our overseas members have with subscriptions and he has offered to pay the total sum (with one bank cheque) if you all send him your Australian cheques for the sterling cost of the £10 subscription - but only when he has received your cheques. I suggest that you should pay him not later than mid-December but you can make your own arrangements with him. It is a very kind gesture and may be the solution to the problem.

David also told me that he had met the owner of 'Seasalter' and been on board in New Zealand and will send me his address so that I can invite him to join the Association.

#### Stop Press

'Constar' is with us again in the ownership of a new member, Charles Normandale. He is restoring her. Adrian Morgan is on the trail of 'Mischief III'. 'Zelée' has been sold to Ian Anderson, a former HBA member and former owner of 'Chiquita'. She is to be restored in Rye. Geoff Taylor has now decided to sell 'Watermaiden' as explained in his letter - see also 'Boats For Sale'. A new format for the members list, which will probably need some adjustment for next year.

O.J.J.B.

\* \* \* \* \*

## Rigging Screws

By H. BANBURY

SIR, - Many of your readers have, I am sure, read the article by Mr. Eric Walford on Rigging Screws and their source of weakness, with much interest.

His idea, embodying what he calls the hairpin arrangement, is very good, but I think it a little unnecessarily complicated by the using of the figure eight cross-piece and shaped washers.

If a shackle be interposed between the hairpin arrangement and the thimble of the wire, a rectangular piece of forged steel can be used as the cross-piece as thick as may be, with two holes drilled at suitable positions of a size to take the ends of the U piece as shown in the accompanying sketches. Such a rigging-screw without being obstructive could easily be made the strongest part of the strap.

Mr. Walford has certainly opened up a new line of thought in his article and I am certain that all my Reisch's screws will be jettisoned at the end of the season.





The Editor aboard 'Z' 'Zenocrate', Carrick Roads, Falmouth. June 2000

## EDITORIAL

Whilst recently glancing through a September 1931 copy of the Yachting Monthly and Motor Boating magazine, I noticed under the section entitled 'The Market Place' the following advertisement -

**5-TON AUX. CUTTER LA BONNE**, designed by Harrison Butler and built by Gale, Cowes, 1930. LOA 28 ft. LWL 21 ft. Beam 7.2 ft. Draught 4 ft. She is one of the ablest and best fitted small cruisers of her size; built of highest class materials. Heaven to and sail herself. Teak fittings on deck and below, saloon 9 ft. 3 in. with 2 fold down spring berths, 5 ft. headroom, ample floor space, galley (2 ft. 6 in.) aft, oilskin locker opposite, sideboard forward. Forecastle can sleep one. 5.5 h.p. Saunders motor concealed under cockpit floor. Full equipment for cruising including sea anchor, lights, new compass and Blakes baby W.C., also dinghy, etc. Survey November, 1929. In full commission Poole. £350. Box 3737.

Interestingly, due to the owners emigrating, 'La Bonne' just recently changed hands. Sold for an undisclosed sum, she had been advertised with a guide price of £15,000. Generalising, this leads me to conclude that purchasing a Harrison Butler designed yacht these days is a much more economic proposition than it was in the early 1930's. £350 was a considerable sum of money 70 years ago. A pleasant three bedroomed suburban semi, small country cottage or even a shooting estate in Scotland could be purchased for a similar amount of money. Today little change would be left from £100,000 for a similar property, subject of course to regional variations.

Maintenance would have been less of an issue when the vessels were nearly new, although this seems largely to have been the responsibility of the yacht yards. Today many owners, through choice, personally undertake the task of annual maintenance.

Whilst making a comparison of yacht prices is an amusing pastime, today's values are chiefly governed by supply and demand and market forces. Since the heady days of the late 1980's, traditional yacht sale prices have shown a steady but controlled increase. Investment and re-sale profit became a possibility, although not a sound or rational reason for entering the classic boat market. The commitment and dedication required to become a custodian of a 'Classic Yacht' is a rare commodity. Over recent years however, the market has been hyped to such a considerable extent that supply now far outweighs demand. Many apparently fine vessels remain unsold for long periods of time. Few buyers are presently willing to pay the inflated prices expected by their misguided owners who, to a great extent, are influenced by similar advertised, over-valued examples and poor professional advice. 'It's a 'Classic', therefore it must be worth a fortune' a much over-used and inaccurate statement.

Inevitably the value of an HB designed yacht includes a prestige premium, although even sale prices of HB's have recently started to fall. THB would, I am sure, have wished the cost of his yachts to have remained within reach of the average cruising man. Unless a more rational view of the Classic boating scene and all it entails is forthcoming the industry is in danger of pricing itself completely out of the market.

Paul Cowman

Worcester. June 2000.



## Members' Letters



### 'Jolanda'

Sorry we didn't write for such a long time. It is a pity that we didn't manage to receive your letter via Jeremy and Adrie but we were in the Helford River for more than a week and when we returned they had gone away to America. But, as you perhaps have already heard, we met Jeremy and his friend in Porto Santo on their way to Argentina. That was really a nice surprise.

We are enjoying sailing on 'Jolanda' very much. She is a really good boat and sailing on her is a big pleasure.

After we left England we decided to go first to Camaret in Brittany. We really liked it there very much. We sailed for a few days in the Rade de Brest which was very beautiful. From there we crossed the Bay of Biscay with nice sunshine but sometimes with no wind at all. So in the end we had to motor for a time because they forecast south-westerly winds. We decided to go to Vivero first and then we went along the coast to La Corunna and Bayona, which we liked again very much. All the Rias along the Galician coast have been so nice and all with very good anchorages.

We also liked Bayona very much but everyone told us that it has become much busier over the last few years. We didn't forget to look for the canned sardines, as you told us. It was a little disappointing that the weather wasn't very good in Spain. We had a lot of rain and fog and winds from the south or south-west. Even along the coast of Portugal we didn't have the weather you normally expect there. The normal strong afternoon breeze from the north was missing this year. Most of the time we didn't have any wind at all so we went along the coast very slowly. Anyway, we saw a lot of nice and interesting places. We went to Porto an Lisboa and we have met many nice people on our way so far.

From Lisboa to Porto Santo we had a really pleasant crossing, with fair winds from the north which were blowing very constantly. We enjoyed it very much.

After we had been for almost a week in Porto Santo - which almost appeared like a desert - we went to Madeira. We absolutely like it here. The whole island is so green at the moment with spectacular views from the mountains. I have never seen so many wild flowers growing everywhere along the paths. In between, there are a lot of banana plantations and vineyards and gardens with orange and apple trees. It is really lovely. During the week we have stayed here so far, we have done some long walks along the levades but we have seen only a small part of the island as yet.

Anyway, we have decided to leave Madeira in the beginning of next week to go to the Canary Islands. We plan to go to Lanzarote first.

We hope you are doing all right and you are healthy. Have you had a good trip to Scotland seeing all the gardens?

It was so nice that you came to Salcombe to visit us and we also enjoyed very much our visit to you at The Crag. We really had a very good winter in England and we miss all the people we met there.

That is all I know for the moment. If you would like to send us a postcard, here is our address in Tenerife. (We hope to be there in the beginning or middle of October).

Anja and Jochen Schreiber  
c/o Heinz-Jürgen Schneider  
Detras de las "Ville Pax"  
E-38 120 San Andres  
Isla de Tenerife  
Canarias, Spain

\* \* \* \* \*

### 'Watermaiden'

My regards to all fellow sailors. I still wonder why we all do it. I only get that cold, grey, miserable weather on the way back to UK. You get it all the time - and keep on smiling.

As I told you, this year's trip back was tedious in the extreme, with endless reefing and sail changing, from leaving the tropics, a little east of Bermuda, almost all the way home - culminating in a southerly gale at the west end of sea area SOLE. This had me running off under short canvas to the north - the last thing I wanted to be doing with the end almost within my grasp. However, a day later began a short period of glorious sunshine, blue sky, easy seas and endless cricket on Radio 4, just put in to fill space between shipping forecasts I think.

Once arrived at Mashford's - little changed under the new management of Appledore Shipyard, except for a bit more work - we unshipped the mast and I offloaded everything into the store. The waterline again became visible. I had never been aware in the past just how much difference this makes, but when you consider four anchors, liferaft valise, Aries, 2x50' lengths of extra chain, plus tools, dinghy (hard and inflatable) ... it just goes on and on. No wonder the ride is so steady.

They were to haul 'Watermaiden' into the shed but I left for the north before this took place.

As usual 'Watermaiden' gave no trouble. A broken shackle of the twister variety was the only failure during the trip. Curiously this type of shackle has failed before, both times they snapped in the same place.



I wonder if the manufacturing process causes some work hardening during bending. But mine were galvanised mild steel which is normally extremely tough. I have never had a straight shackle snap. These twisted ones were being used on the deck block of the running backstay to the upper X-trees so were pretty well loaded - but it does surprise me. I wonder if they were to be heated red hot and allowed to cool slowly any crystallisation would be prevented because often fractures indicate this by their broken surface texture. A small point but a bit embarrassing if it happens to be upstairs. Mine was at deck level, so easily replaced.

As I mentioned I feel that a fibreglass yacht (again) would be more suitable now I am obliged to be back here up north during a large part of the summer. I would be able to leave it abroad, even hauled out, which I would not even consider doing with a wooden yacht. Even afloat at rest in the tropics you soon see the effect of the sun on the planking. Also I think a keen new owner could put a lot into her in the way of ideas for comfort and efficiency as I have tried to do over the years with moderate success. Maybe she should return to the more leisurely lifestyle of a summer afloat and a winter ashore, looking smart and new every spring ready for the inevitable stream of admirers! Aren't we excessively proud of ourselves - terrible.

I had a letter from Leslie Gooch from whom I bought 'Watermaiden'. He had seen the CB article and commented how, at 60 years old, she looked the same as when he had bought her when she was 24 years old, i.e. two owners in the last 36 years. I didn't like to tell him that it was the one and only time I managed to get her looking like that and fortuitous that Nic Compton happened to pass by at the time! Well we can't be unlucky all the time.

I shall try to get to Mashford's to do the topsides and bottom and I want to check the valves and head gasket on the engine, so will lift it out. Not a difficult job once the heavy paraphernalia like flywheel dynastart, alternator and manifold and head are removed.

I have a spare Petter 12H.P. diesel engine and gearbox, recently overhauled which I bought in the event of needing to change engines as the Volvo MB10A is petrol, but contrary to popular belief a petrol engine has never been a problem, my tank feeds from the top with an internal pipe going down inside to the bottom so the only exit is initiated by siphon action of the fuel pump. A tap on the tank is always kept turned off when not in use which in my case is almost all the time. The consumption of fuel is heavy though about 0.4 gallons per hour.

Well, I expect to be helping a friend on the first leg of his trip to USA and Chile later this year so someone else is having the responsibility of preparation etc. I shall be what used to be termed sailing master in square rig days. It will make a change. I will keep you posted as the trip develops.

Best regards

Geoff Taylor  
Corbridge on Tyne  
Northumberland

\* \* \* \* \*

### 'Jolanda'

How are you? We hope you had a nice Christmas and a good millennium party.

'Jolanda' was moored at that time in Santa Cruz, Tenerife. The Spanish had organized fantastic, enormous fireworks. We could watch it sitting in the cockpit.

More than two months we spent in Santa Cruz. We had a job on an American motor-yacht varnishing the interior.

Anja's parents visited us and lived with us for two weeks on board 'Jolanda'. That worked out surprisingly well and we are all still talking to each other.

Tenerife has a lot of different faces. There is Santa Cruz, a quite big city with not too many tourists. The mooring is almost in the centre and the shopping facilities are superb, food is about one third cheaper than in England and the variety and quality of fresh products is fantastic. We didn't like the tourist centres, real ghettos and ugly.

But the countryside is very nice. We did some beautiful walks and parts of Tenerife are still unspoilt and almost untouched from the tourism.

The area is unique and very impressive. We climbed up that highest mountain of Spain, 3417 metres above sea-level. It was hard work but the views at the top were great.



We left Santa Cruz on 11th January, 'Jolanda' filled with food for three months. From the beginning fresh easterly winds pushed us and in 22 days we reached St. Lucia. That means an average speed of 5 knots, quite fast for little 'Jolanda'. But the trip was not very comfortable. Often the winds blew more than force 5 and the waves reached 3 - 4 metres. At the end of the second week the servo-rudder of the self-steering gear broke due to a wrong design (sadly that was my own work, I can't blame someone else). It took us a day to shape a new rudder from an old fender-board. But especially the mounting of the repaired servo-rudder at the back of the main rudder was very difficult in the heavy sea. In the end we succeeded, and that rough repair steered 'Jolanda' the

whole last week until St. Lucia. Our main problem has been the heavy movements of the boat. 'Jolanda' rolled quite heavily. Maybe one can improve this with another sail technique. We have to try out.

So far we like St. Lucia and the Caribbean feeling. Right now the plan is to sail back to Europe via Antigua (where we hopefully meet Jane), Bermuda, Azores, Brest. Maybe we can join the big Festival in Brest.

For you, all the best. Many greetings to David (Burnett) when you see him.

Joch and Anja

\* \* \* \* \*

## Bookshelf

A Review for the Harrison Butler Association Newsletter

By BRIAN HAWKINS

The book 'A Sea of Words' An Owl Book, Henry Holt and Company, New York.

Perhaps among the books on a shelf in the saloon of your vessel is one of those intriguing novels by Patrick O'Brian. O'Brian was something of an enigma himself and his books are compelling reading to those of us with salt in our veins. His tales of Jack Aubrey and Stephen Maturin are great favourites on both sides of the Atlantic. Many a sailor has passed weather bound days in harbour immersed in reliving the hard and challenging life aboard a "man of war" at the time of the Napoleonic Wars. The books feature the grim reality of life at war afloat as well as the intrigues which went on in the international relations of the day. Two centuries later the tradition of sail lives on through all who seek recreation in sailing.

Those who collect the works of O'Brian and read our way through these colourful word pictures of yesterday sometimes become frustrated with their complex vocabulary and the author's use of obscure archaic terms. Afloat, beyond reach of reference books, it can be annoying not to know what a "gallipot" was or is or, maybe, what food the seamen would be eating if given "burgoo". Fortunately now guidance can be found by consulting the book 'A Sea of Words' originally published in America five years ago and available in Great Britain. The book's three contributors are the author/writer Dean King, together with John B. Hattendorf and J. Worth Estes, who are specialists in maritime and medical history respectively.

The book defines over 3000 words and phrases found in O'Brian's novels. However, this useful volume is more than a straightforward lexicon as it includes an interesting background to the events in the years building up to and including the Napoleonic Wars. Life at sea and the damage to ships and men in battle can be more easily understood from the vivid descriptions in the chapter on 'Naval Medicine in the Age of Sail'. Medical operations in the time of ship's surgeon Stephen Maturin put the worst of any NHS experience into a very different perspective!

Finally, to remind your 21st century crew what discipline was like in those days, reproduced are the Articles of War (all 36 of them!) as they existed in the year 1866.

Incidentally, a "gallipot" is a small earthen glazed pot often used by apothecaries for ointments and medicines ..... and "burgoo" was the name that seamen gave to a thick oatmeal gruel or porridge. It was easily cooked and cheap to provide, frequently served at sea and so unloved by seamen.

'A Sea of Words' is published by Henry Holt and Company, New York and costs in paperback £9.99. However, it is available on the internet from [www.amazon.co.uk](http://www.amazon.co.uk) at their price of £7.99.

# Coronation Cruise

By T. HARRISON BUTLER

May 11  
Tuesday

Joan and I left Birmingham at 5.35 p.m. I drove to Oxford in pouring rain with a conked wind-screen wiper. We had dinner at the Clarendon. Joan drove after this and we had no rain, but some fog on the higher aspects of country. We arrived at 10.45. Nellie met us at the corner having been waiting for an hour and a half. We arrived on board to find beds made and a hot water bottle in each.

## Tuesday 11th May

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## Wednesday 12th May

Got up and set to work to get wireless to work and dress ship. This was quite a bother and we eventually hoisted the flags onto the main and mizzen halliards. Listened to the Coronation broadcast from 10.33 till 4.45. We got splendid reception. Had a fine morning but then a thunder-storm and prolonged rain. Settled the lockers, sails, warps etc. 'Gulnare' went out to Yarmouth as usual. Heard that "Canvas" is P.T. Chat with Cosbie about his operation.

## Thursday 13th May

Went ashore to see Moody about the Langdon Pump which will not draw any water. Also for new jib sheets. The plumber came off and drew water at once. Dropped mooring at 1.30 wind W.S.W. Steamed to Calshot and then set sail and stopped engine. It is running far better than it did with the old carburettor, but we had some difficulty in starting. Passed the whole Mediterranean fleet coming up the Solent in two lines. Dipped ensign to each in turn which salute was punctiliously answered. 'Hood' was among them. Enough wind to put us down to the covering board. No sea to speak of. 'Vindilis' travelled well to windward and we made a 7 - 7 1/2 point course. She seems with about 5 cwt inside to be quite stiff. We stowed the lead aft of the mast. The yacht is 3" below her marks all along. I think she is probably better with this lead. She handled perfectly and shewed no inclination to miss stays. Arrived off Yarmouth at about (time omitted). Hove-to, stowed mainsail, could not start engine. Examined plugs and blew through the jet. Nothing seemed to be wrong. Eventually we had to hoist a little mainsail to keep our position for we were gradually being set down by the tide. Eventually the engine started for no apparent reason! Found a berth to ourselves in Yarmouth round the corner. A large yacht aground on the inner spit. A cold gloomy day. One glimpse of sunshine. Rain threatened but did not get beyond a shower. Heavy clouds over Southampton. A good sailing breeze, just enough for full sail area. The Fleet was ended by three large submarines. Wireless is working well. This evening a full gale coming from S.E. Land's End to Start. Quite calm here in the evening. Bar. 29.05.

## Friday 14th May

Bar steady but gale warning from Fastnet to Start S.E. A gloomy day, light wind from E. No sun, occasional drizzle. Went ashore and bought shackles and swivel for our CQR (24lbs). Fitted same and wired shackle pins. Left card at Solent Yacht Club. Saw Destroyer Flotilla and Light Cruisers coming in. After lunch went



over the new Lifeboat. Odd jobs on board. Failed to make the pump work. A man is going to come off and see what he can do. Took battery ashore to be re-charged and got some beer for Norman. Got mail and answered letters. Dried bunting.

#### Saturday 15th May

Turned Joan out at 4.30 a.m. Just getting light. Quite warm. Strong wind from N.E. Got out the big warp and made fast fore and aft to the buoys. Got up at about 10.00!! Mr and Mrs Goodwin of 'Widgeon' came on board and admired lockers and table. Fleet passing out to sea again. Strong N.E. wind but bright sunshine. Nellie and Joan went ashore for stores. Mr Ogilvie came over from Hythe to talk over his plans for mass production of cruisers. A very nice man from Tasmania. They all went ashore to meet Norman Lainé. The plumber came on board and wrestled with the pump with no effect. It is defective. The moving block which causes the suction does not touch the casing near the top by 1/32". A very nice young man. He shewed us exactly how to start the engine. After supper of sausages we went to see 'Widgeon' and discussed plans for her improvement.

#### Sunday 16th May

Got up at 8.00 a.m. A dull discouraging morning, no trace of sun, chilly. We had the stove on last night. Forecast last night "an anticyclone approaching from the Atlantic. A fine Whitsuntide prophesied. Barometer has risen to 30"!! Light wind from East. On getting up I found my dentures completely in fat. Joan had poured the sausage fat into the denture cup. I poured hot water into the cup. Used it to clean my teeth and thought that it had a funny feeling. Then dropped the dentures into the mixture all unconscious that it was a fat mixture. Nellie and Joan sleep in the forecabin. Turned up the Solent and through Cowes Roads. Tacked across to the North shore and then through part of the fleet at anchor. When the tide began to ebb we returned west and anchored off Gin's Farm. Eric Thompson and his friends came on board and they, being pump experts, very kindly tackled our pump. After about two hours work we discovered that the whole trouble was due to the fact that a Langdon Pump will only lift water and not air. By filling the pump with water we got things going and were able to use the pump till Norman forgot to turn the cock and let the pipe empty: then we no longer could get any water. Cold day but occasional sunshine.

#### Monday 17th May

Went up to Buckler's Hard and tied up alongside 'Titmouse'. The owner is a very nice man, Mr Kendrick, a nephew of Dr Kendrick of Coventry. We filled up the tanks from the pipe on the pier. Motored up the river in bright sunshine. Wind E.S.E. Norman and Joan went into the dinghy and took photographs of 'Vindilis'. Again went and inspected the fleet. Returned to our mooring at Swanwick. Mr Nicholson and his wife came on board and told us all about his new yacht 'Dilys' built to my first Vindilis design 20' on L.W.L. A very pleasant pair. Saw 'Lindy II' under weigh. She looks lovely. At Buckler's Hard we saw Sir Archibald Southby and 'Morena' (now 'Tramontana'). She is looking very smart this year and has a new Parsons engine. Saw 'Faraway' in the distance and again at the Hamble mouth. She passed us under engine but we passed her as soon as we started ours. The new Solex carburettor has given us a lot more power. Saw 'Mystery' under sail. Saw 'Sunbeam II' furling her sails, one by one.

#### Tuesday 18th May

Went ashore and interviewed Moody about pump, etc. He said that his plumber had man and boy been at his job for 50 years and as he said the pump was all right it was right. He seemed to be in a morose mood. Took out all our ballast except two small pigs and put them all into 'Dilys' who was down by the stern. She is about 3" below her marks. 'Dilys' is a wonderful job, perfectly built. She has batteries, self-starter, small engine. As she was down by the stern her sailing was unsatisfactory, especially to windward. I sailed in 'Dilys' and Mrs Nicholson in 'Vindilis'. Wind E.N.E. We got off under sail and 'Vindilis' followed. She soon sailed us out of sight. We sailed nearly down to the Norman Fort, rounding the whole fleet. Inspected all the foreign Battleships. 'Dilys' sails beautifully and is perfectly balanced. The ballast we put in has made all the difference in her behaviour. She is very stiff and dry and has comfortable actions. A good sailing breeze. We anchored close to 'Vindilis' which had been in for an hour and a half! Probably 'Dilys' is a bit slow because of her excessive weight. She is a mass of oak with massive grown timbers. The workmanship is magnificent, perfect craftsmanship. Her mainsail is stretching out poorly with a great fold across the belly. Rain and awnings in the evening. We all had supper in 'Vindilis', beef steak etc. Mrs Nicholson was in a state of great anxiety because we were a little late. 'Vindilis' sailed round the fleet as we did and had a turn with 'Askadil' which didn't get away too easily.

#### Wednesday 19th May

Had a quiet sail to Wootton, wind very light. Norman bathed for an instant. Just as we were close to the outer beacon the wind which was E. suddenly slew round to the S.W. Turned on engine and slowly went in. Young came off and told us where to anchor. He said we might sit on the mud at low water but we did not notice if we did. Nellie and Norman rowed to Wootton Bridge to get stores and water. Sun in the evening. Norman went ashore at 10.20 to telephone to Sybil.

[illegible]

## Home Fleet.

Mediteranean Fleet & Commissions.

Merchant Navy, Fishing Vessels, and

### Foreign Warships.

## Cables 10

### Scale

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#### Thursday 20th May

Motored out at 7.30 and anchored on the Mother Bank about 1/4 mile W. of the No. 2 Mother Bank buoy in 15 fathoms at about H.W. Had bacon and eggs and tomatoes after dressing ship. Gave her the CQR and practically all our chain. Fine day with sunshine. Wane E.N.E. light. 'Woodman' and 'Lis' soon anchored near us and at once began to drag. Norman went off and helped them. Then Pearson's 50-50 ketch anchored near us and 'Ranzo'. We fetched 'Ranzo's' crew to see 'Vindilis', a nice lot. [I married one of them!] Went to see Pearson's 'Heatherbell'. She is opulently fitted out below and is an excellent 50-50, but her owner calls her an auxiliary yacht. He brought me back in a launch with a Watermotor engine. Then Nellie and Norman and Joan visited 'Heatherbell'. A little motorboat kept fouling us but eventually got clear. We have the 'Aquitania', the 'Lancastria' and 'Mr Therm', a P&O boat and the Orient liners 'Orontes' and 'Otranto' as neighbours. Saw the 'Victoria & Albert' pass, preceded by the 'Patricia', the Trinity House yacht, and followed by the 'Enchantress'. At this time it was a little misty. Then, at 10.00 p.m. the fleet illuminated and played searchlights about and sent up very lights. They did it simultaneously and very well but there was so little of it that on the whole we voted it a poor show. We could hear the cheers of the crowd on the mainland. A small yacht had anchored close to the 'Lancastria' where she was bound to be fouled when the vessel swung to the ebb. We watched the inevitable happen but the yacht eventually, by frantic efforts, got clear and went off under sail. Wind got up a bit from the East but we lay very quiet on the ebb. The water in the tanks made a constant plonk, plonk as 'Vindilis' pitched a little.

#### Friday 21st May

Turned out at 5.00 a.m. and took in riding light. Conditions none too good. Wind getting up from the W.N.W. and some sea. Had breakfast and then got the anchor. It was quite easy winding in the chain as she dropped into the sea. Motor running slowly. Set double-reefed mainsail and staysail. Under this she did not lie up well and refused to stay as there was a nasty lumpy sea and no tack sail to pay her off. Set mizzen which improved her balance to windward, kept her well up to windward and made her stay properly. Wind increasing, kept up Hill Head. Wind backed to S.W. giving a reach up Southampton Water. Wind rising rapidly to half-gale force. 'Vindilis' very dry and simply seething along up to Hythe. More wind, handed mizzen. Entered Ower Lake under engine and picked up a mooring. Wind eased off. Sunshine all day and not very cold. 'Vindilis' better without her inside ballast and quite stiff enough. She still pulls more than she should off the wind.

#### Saturday 22nd May

Turned out at 9.00 a.m. Raining and blowing very hard from S.E. In gusts the yacht heels over quite a lot under bare poles. Set staysail and mizzen which drove her across to Hamble at high speed, before the wind a boom staysail draws steadily and well. Quite a big sea in the Water although the tide was dead. Blowing a moderate gale with rain: not cold. Sailed up the river and picked up our mooring under engine. 'Dilys' was on it but moved off to the pier. She is to be hauled up to have some lead removed from her keel aft. Seen from the jetty she looks splendid. Went ashore for letters just before Moodys closed. Although Koby Green was ordered Moody put on ordinary red anti-fouling and it is already growing a garden. The mainsail and the mizzen are both tearing and new ones will be necessary. Cynthia turned up with Mrs Grugeon and had lunch on board. At 5.00 p.m. they left for London taking Norman with them. A foul day, blowing half-a-gale from the S.W. in the afternoon. Rain all day. Bar. rising all day 29.95".

#### Sunday 23rd May

Spent the whole morning packing up, cleaning ship etc. Got off very late at 4.30. Met Cynthia at Winchester station. She had been waiting 3/4 hour and was naturally annoyed. Nellie went with her to Dawlish and Joan and I returned home. 'Vindilis' is to be put on the mud for June and July. We are changing [consulting] rooms at Birmingham and, with the Oxford Congress early in July and Joan's inability to get off on Friday, weekends are impossible. The pump is to be fitted with a non-return valve, and a primer. The mainsheet is to be renewed and the sails repaired.

#### Notes on text

*'Vindilis's' sails had been treated with Cuprinol when they were made and it caused them to crack like cardboard rather than fold like cloth and one by one they tore and had to be replaced.*

*Nellie was, of course, my mother, Norman Lainé her nephew and Sybil his wife. Cynthia was the younger of my two elder sisters. Philip was her fiancé.*

*P.T. was Peter Temple, joint owner of 'Askadil'. We never knew if he really was "Canvas" in the Yachting Monthly.*

*You will notice that men were usually known by their surnames.*

*The battery taken ashore to be re-charged was the accumulator for the wireless. We had no other apart from a small dry battery for the compass.*

*The map of the fleet was from The Times, I think.*

*I have left it as written, apart from one or two a.m.'s and p.m.'s, as the apparent non-sequiturs add to the flavour.*

# But What About Yoldia?

MARK MILLER EXPLAINS HOW VINDILIS HAD AN ELDER SISTER IN SWEDEN

Writing on page 23 of the Design Catalogue I stated "The 'Davinka/Vindilis' design was originally drawn in 1925 as an entry for a competition promoted by *Yacht Sales & Charters*."

This statement was an over simplification. THB did enter a design for the competition in 1925 - Entry No. XXIII - and 'Yoldia' was built to this design in 1928 (see below). He later modified the competition entry and this was published, dated March 1929, as the 'Davinka' design. A yacht was built to this design for THB in 1935 and named 'Vindilis'.

Let us now look at these developments in more detail.

## Yacht Sales & Charters

Harbert Reisch, the founding editor of *Yachting Monthly*, died suddenly in 1921. His replacement, Malden Heckstall-Smith, was more interested in racing than cruising and sales of the YM declined badly. By 1925 the proprietors were seriously considering ceasing publication but decided to try an idea put forward by their business manager, George Birtles.

He suggested producing a fortnightly journal advertising yachts for sale or charter, linked to a yacht agency business and with editorial items of interest to the ordinary yachtsman.

His scheme was accepted and the first issue appeared in July 1925. It was an immediate success and Birtles soon found that he needed someone to take over the editorial side of the magazine. He had found on a railway bookstall a new four-and-sixpenny book, *Yachting on a Small Income*, and decided to seek out the author, one Maurice Griffiths, to see if he would be interested in helping.

Griffiths, who had been struggling for two years as a freelance writer, jumped at the chance. When *Yacht Sales & Charters* ceased publication in 1927 due to problems with established yacht brokers, Maurice Griffiths took over as editor of YM and guided the magazine for the next 40 years until he retired in 1967.

## Twenty Guineas Designing Competition

The design parameters for earlier competitions in YM and other magazines had always been very definite. In this competition a great deal of discretion was left to the competitor. Not surprisingly this led to correspondence including some from THB.

## Rules Governing

Twenty Guineas Designing Competition, offered by the Proprietors of *Yacht Sales & Charters*

1. The design must be for a 5 to 7-ton auxiliary cabin cruiser to accommodate at least two persons.
2. No hard and fast rules will be laid down as to the length, beam, draught or rig. These will be left to the discretion of the competitor, who must use his own judgement as to what dimensioned craft would be most suitable for the weather and sea conditions prevailing round our cruising areas. Competitors must, however, bear in mind that these vessels are intended for the small cruising and racing man, who has not much money to spare, but nevertheless requires a seaworthy, handy, serviceable and yet comfortable craft, which will be utilized chiefly for cruising, but so designed as to have a fair turn of speed when a racing opportunity occurs. Economy of design, with a view to reasonable but yet good production, is therefore essential.
3. Design, construction (giving displacement and amount of ballast), sail, and accommodation plans are required.
4. The competition will close on November 1, 1925. No entries will be accepted after that date. The result will be published as soon after the above date as possible, to enable orders placed on the winning design being completed in good time for next season.
5. The winning design will be that design which gains the most votes from the readers of both *Yacht Sales & Charters* and the *Yachting Monthly*. The manner by which these votes will be obtained has not yet been decided, but will be published at a later date.
6. Should two or more entries have an equal number of votes, the proprietors reserve the right of obtaining the services of some eminent cruising yachtsman to give his decision on the designs in question. This shall be considered a casting vote, and the proprietors agree to be bound by it.
7. Designs forwarded in entry for this competition shall become the sole copyright of *Yacht Sales & Charters Ltd*, to be published or used by them in any manner they may deem necessary.
8. Entries should be marked "Designing Competition" and addressed to The Editor, *Yacht Sales & Charters*, 9 King Street, Covent Garden, WC2.

## DESIGNING COMPETITION

SIR, - It is obvious that your Designing Competition is arousing the keenest interest. Under the circumstances it seems desirable that your demands and all that they postulate should be clearly understood. Superficially there would seem to be no conditions, but a little consideration will make it clear that there are limits to size that are fairly concise.

In the first place, the yacht must be between five and seven tons. I take it that a boat under five tons and over seven will not be eligible, and that what is required is a yacht of from 6.5 to 7 tons.

Secondly, the yacht must be suitable for ordinary open sea cruising about the English Coast. The majority of yachtsmen use the East Coast, and so the draught of the yacht must not be much over four feet. With a restricted draught we must have ample beam, both to gain the necessary power to allow the yacht to be put to windward against an ordinary sea, and to prevent her from sailing at an abnormal angle of heel. A yacht with restricted draught must sit up to her work so that all her lateral plane is effective in holding her up to windward.

Thirdly, there must be comfortable cabin room for at least two persons and we may at once say that most owners wish to have room for three, two in the cabin and one in a cot in the forecabin.

Fourthly, she is to be reasonably fast so that she may take part in occasional racing. This means that she must have some forward overhang, say about one tenth of the length on the load water line. To make her eye-sweet the forward overhang must be balanced by a counter, and this is also necessary to accommodate the longish boom that will be necessary, for to make our beamy boat fast she must have a generous sail area, and no cruising man likes a boom stretching far out beyond his reach.

The formula for calculating Thames tonnage is length between perpendiculars minus beam multiplied by half the square of the beam and divided by 94. Beam counts largely in Thames tonnage, so we can already see that our water line length cannot be much over 22 feet if we are to keep within seven tons.

As an owner I would demand that in at least one part of the yacht there should be six feet head room, and that there should be sitting room under the deck so that a broad coach roof would not be necessary. This gives wide side decks, and inestimable advantage in getting about the decks at sea.

Further, whereas the prize is to be given by vote of your readers, it would be useless to rig the yacht as a yawl, for most British yachtsmen have a prejudice against this rig. There is no doubt whatever that the majority would vote for a snug Marconi sloop and,

were I building with a view to occasional racing, that would be my rig. As a pure cruiser I would have her a Marconi yawl with single headsail. A consideration of these facts will show that the actual dimensions of the yacht do not admit of wide limitations.

Even the shape of the midship section is postulated, for we must keep down the displacement and yet get our sitting room under the deck and our head room, and that without excessive freeboard.

The dimensions that you suggest in your leading article, admirable as they are, would not fulfil the conditions, for the yacht would be about nine or even ten tons Thames measurement, according to the length of overhangs and the rake of the stern-post. Nor is the eight-metre type, "light and easily driven," admissible, for she would be over the tonnage and her draught would be too great. There is not room within the dimensions permitted by the conditions for the comfortable forecabin.

In the past prizes have been given to yachts which have not fulfilled the conditions, and it is earnestly to be hoped that designs that do not comply with the spirit of the regulations will be drastically ruled out.

T. Harrison Butler

One reader, a Mr C F Jerram, was critical of THB's endorsement of the Marconi (Bermudian) rig.

SIR, - Your correspondent, Mr Jerram, has taken me to task for recommending the Marconi rig. If he will read my letter more carefully, he will see that all that I said was that for a yacht of the size in question, which is to be suitable for occasional racing, the majority of British yachtsmen would vote for Marconi rig. I have also stated that the yawl rig is unpopular, and this I know to be the case. He will also note that I most expressly say that were I building a small yacht of the type under consideration for cruising purposes, she would be a yawl.

I am wholly in favour of the yawl, but with the proviso that she is a proper yawl with a well staffed mizzen of adequate area, and not a cutter with a flagstaff mizzen perched near the end of the counter.

I cannot speak with any personal experience of the Marconi rig, but it is rapidly ousting other rigs in America even for pure cruising purposes. The question of a topsail hardly arises in the five-tonner class. Many of these are sloops without a topsail, and the disadvantage cited by Mr Jerram, that the mainsail must be reefed more frequently when no topsail is provided, applies equally to the sloop as to the Marconi. My own experience of a topsail in a small yacht is that it is far more bother than it is worth.

The Marconi is so effective that a smaller sail plan can be carried than with a gaff sail, there is a great



saving of weight aloft, and the simplicity of the gear must appeal to the short-handed cruiser. The rig was fitted to 'Kandoo', a boat of my design, and the owner is perfectly satisfied with its behaviour in all kinds of weather.

T. Harrison Butler

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### COMPETITION RESULTS

Readers were invited to vote, one man one vote, for their favoured design. The results are given below. THB won second prize, the first going to the well-known professional Fred Shepherd.

The list of competitors contains some interesting names. A H Lidstone was the designer of 'Nightfall', one of the many boats owned and written about by Maurice Griffiths. Geo F Holmes wrote beautifully illustrated articles for YM detailing his cruises in the Humber Yawls 'Eel' and 'Snippet'. Sidney N Graham designed 'Driac II', an 8-ton cutter for A G H Macpherson, one of the early ocean voyagers. I wonder if entry No. 21 was an early attempt by the famous J Laurent Giles?

- |    |     |        |                             |
|----|-----|--------|-----------------------------|
| 1  | ... | No. 22 | Mr F Shepherd               |
| 2  | ... | No. 23 | Mr Harrison Butler          |
| 3  | ... | No. 26 | Mr S N Graham               |
| 4  | ... | No. 19 | Mr H Hudson                 |
|    | ... | No. 30 | Mr L J Lambert              |
| 5  | ... | No. 32 | Mr E Langley                |
| 6  | ... | No. 24 | Mr Harrison Butler          |
| 7  | ... | No. 15 | Mr A H Lidstone             |
|    | ... | No. 2  | Mr O Benzon                 |
| 8  | ... | No. 33 | Mr L K Parrott              |
|    | ... | No. 34 | Mr W Smart                  |
| 9  | ... | No. 29 | Mr L J Lambert              |
|    | ... | No. 7  | Mr P C Crossley             |
| 10 | ... | No. 8  | Mr Oskar Erich Schierenbeck |
|    | ... | No. 1  | Mr E French                 |
| 11 | ... | No. 6  | Mr G F Holmes               |
| 12 | ... | No. 27 | Mr J Cundell                |
| 13 | ... | No. 10 | Mr A B C Jenkins            |
| 14 | ... | No. 16 | Mr W Campbell               |
|    | ... | No. 13 | Mr C G Sandall              |
|    | ... | No. 31 | Mr K Collyer                |
| 15 | ... | No. 12 | Mr Karl Kruger              |
|    | ... | No. 5  | Mr C G Sandison             |
|    | ... | No. 3  | Mr J Pain Clark             |
|    | ... | No. 28 | Mr S E Saunders             |
|    | ... | No. 25 | Mr J Read                   |
| 16 | ... | No. 21 | Mr J Giles                  |
|    | ... | No. 20 | Mr Uffa Fox                 |
|    | ... | No. 11 | Mr E McGruer                |
|    | ... | No. 9  | Mr A L Lane                 |
| 17 | ... | No. 4  | Capt F Milton               |
|    | ... | No. 14 | Mr S Smith                  |
|    | ... | No. 17 | Mr H M Wood                 |
|    | ... | No. 18 | Mr Herbert Wood             |
|    | ... | No. 35 | Mr C Stansfeld Hicks        |
|    | ... | No. 36 | Mr C Stansfeld Hicks        |

Following the publication of the results, comments on all the designs were published under the nom de plume of 'Singalanda'.

The detailed reply from THB appears below.

### A SUITABLE RIG

SIR, - I gather from your Editorial that you will welcome discussion of the designs sent in for your Competition with the view to the formation of a cruiser class. May I take this opportunity to thank you, Singalanda, and your readers, for the kind way in which my designs have been appreciated? I think that it would be unwise to choose a model from a competition for a one-design class, and for the following reasons: There are probably few designers, even professional, who cannot improve upon plans sent in for a competition.

The conditions under which one works are artificial, time is limited, and the exact type of boat required is doubtful. In your own competition there was the crucial question: "How far shall we depart from what we know to be the best cruising model to gain the racing qualities which were specifically asked for?" I emphasize this fact because Singalanda seems to me to have lost sight of this factor in his criticisms.

In my own case, in No. XXIII, I did not allow the speed question to influence me as regards form of hull, but gave a Marconi rig to get the utmost out of a model which seemed to me best to meet the conditions. The yacht was given a submerged counter and a gently raked sternpost to allow of a well-stepped mizzen. The alternative yawl rig was indicated, but it is not suitable for racing.

The appearance of No. XXIII can be improved by drawing the counter out about six inches and introducing a slight hollow into the horn-timber. The bow is not perfectly sweet, and needs fairing up. I would take the present rail-line as the upper deck line, and give her a varnished bulwark. This would diminish the unusual camber of the deck, which was necessary to get 3ft 3ins sitting room, the minimum for a full-sized individual.

As regards cabin plans, I agree that it is possible to get a cot into the forecabin in a yacht of this size, but with the sacrifice of absolute comfort in the main cabin. The stove needs space round it to prevent blistering of paint.

The motor shown is a Smart and Brown, and this takes up considerable room. Two cots require seven feet, and in a cutaway boat there is little room in the forecabin. To get a full length cot into No. XXIII the bulkhead must be moved aft about three feet, otherwise the cot will be close up to the deck-beams. We can take a foot from the cockpit, but there will be little room for the heating stove, and the chart table must go. This folds up and gives a seat in front of the galley.

As things are, two men can turn in, and the third has the chart before him, which he can consult without disturbing the watch below; and he has free access to the forecabin. This is an important point. There must be an eighteen-inch door, and this must be free of the mast. When in harbour the third man can sleep on the cabin floor on one of the seat cushions. We do this on 'Sandoek', and find it quite comfortable. For my part I would far rather sleep on the cabin floor than in a rat-hole of a forecabin with my nose touching the beams!

As regards rig: If the yacht is to be used for racing and also for Channel cruising, the best solution seems to be to ship a mizzen and a new boom and mainsail for cruising, and use the Marconi sloop rig for racing. I enclose a sketch of this Marconi yawl rig. For real off-shore work No. XXIV would be far better than XXIII. She would be cheaper and faster, and a more comfortable sea boat. Her accommodation is much greater. She was designed some years ago as an improved 'Sandoek'. Her internal arrangements are those that I have used for

thirteen years in 'Sandoek' with complete satisfaction. It is possible that she is a shade too fine forward, but the curve of areas is correct.

I am at a loss to understand the prejudice that is being shown against the snug Marconi rig. The Eastern Mediterranean trading schooners have a boom Marconi mainsail and a loose-footed Marconi foresail sheeting right aft. They have no unusual staying methods, and have doubtless stood the test of time. Dr Bower has turned 'Maud' into a knockabout Marconi, and he tells me that she is just as fast as she was with her gaff sails and jib, and yet her sail area must be 50% less. He is quite enthusiastic about the new rig.

Mr Tredwen tells the same story, and Mr McPherson tells me that the Marconi rig on 'Kandoo' is ideal, and she has been tested in a gale of wind in mid-Channel. In America the rig is rapidly displacing the gaff sail, and I feel sure that in a few years this old-fashioned rig will disappear.

T. Harrison Butler

\* \* \* \* \*

### 'Yoldia'

As far as we know only one boat was built to Competition Design No. 23. This was 'Yoldia' built in Finland in 1928. According to Lloyds 'Yoldia' was yawl rigged. Unfortunately the entry does not differentiate between gaff and Bermudian. It would be interesting to learn if the sail plan followed the small sketch of the yawl rig on the lines drawing.

One mystery is the addition of the name B Mustelin to that of T Harrison Butler as designer. Joan has suggested that this gentleman could have been responsible for converting the imperial measurements of the drawings to the metric system.

I hope that our new member, Rutger Palmstierno, who now owns 'Yoldia' can solve this mystery and also tell us more of the history of his boat.

Copies of *Yacht Sales & Charters* are now collectors items and my thanks go to Joan, our President, who very kindly allowed me to study her father's collection and to copy much of the information relating to Competition Entry No. XXIII.

In fact THB submitted two entries but details of the second will have to wait for another newsletter.

\* \* \* \* \*



DESIGN 23 is also a very handsome boat, but her rig is not nearly so suited to the average sailing man as that of the previous design. The suggested rig in the small thumbnail sketch is far better. Her sections are easy forward with a good, healthy 'midship, and her depth is moderate. The accommodation is, unfortunately, for two only and of these only one is allowed the nice eider-down!

Cooking arrangements are good, but the engine is rather too well tucked away. On a 22ft 6ins water line it seems a pity better accommodation could not have been arranged.

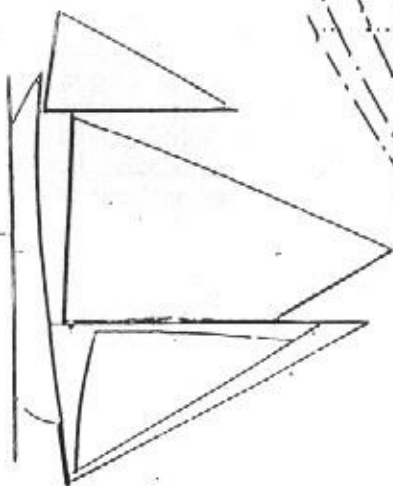
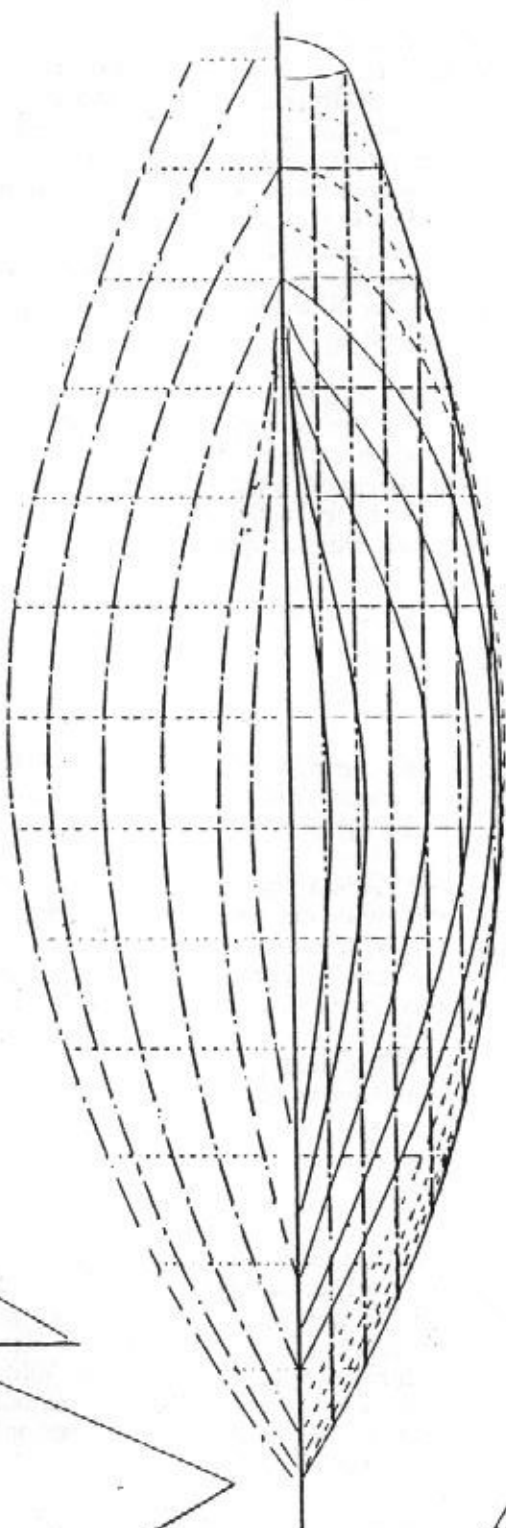
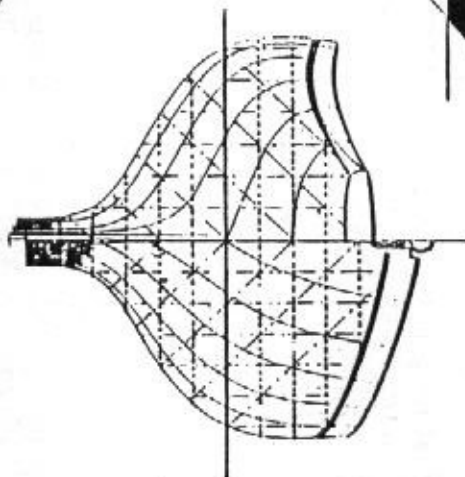
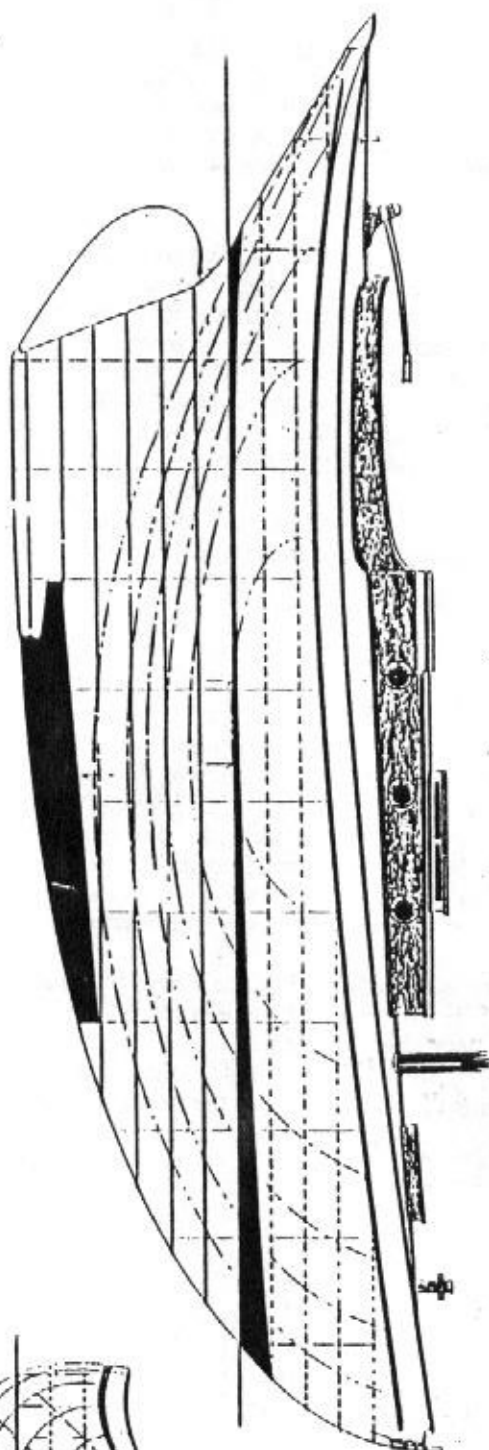
LLOYD'S REGISTER OF YACHTS, 1930.

YOR

1 Yacht's Name. Material of Build.	2 Type. Rig.	3 TONS. Builder's Net & Gross.	4 DIMENSIONS.				5 BUILD.		6 Engines and Boilers. Particulars and Builders.	7 Owners.	8 Port belonging to.	9 Classification.	
			Length.	Beam.	Depth.	Draft.	Builders.	When.				Port of Registry.	Character of Registry.
6817 Yoldia	Wood Pet. Mot.	Aux Ywl Abo. Rat. net 29	29'5"	8'5"	4'4"	4'3"	Åbo Båtkärl T. Harrison Butler & B. Mustelin	1928	Petrol Motor	E. Enroth	Helsingfors		

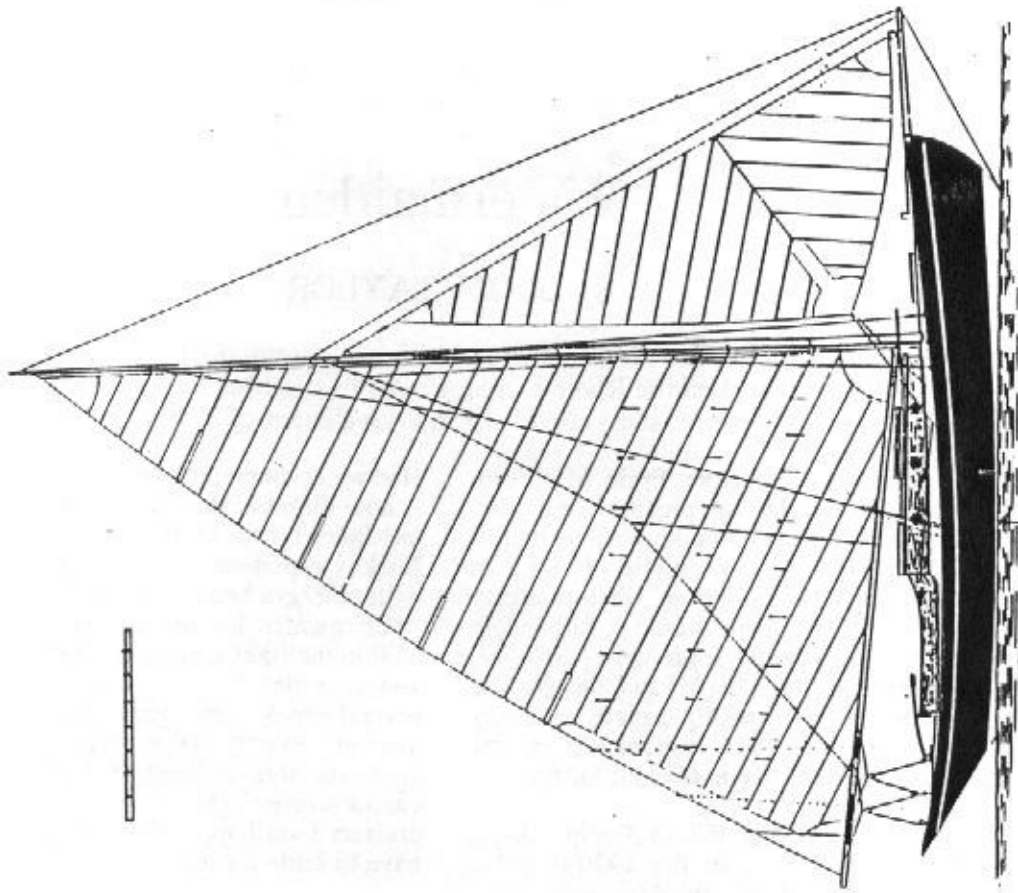
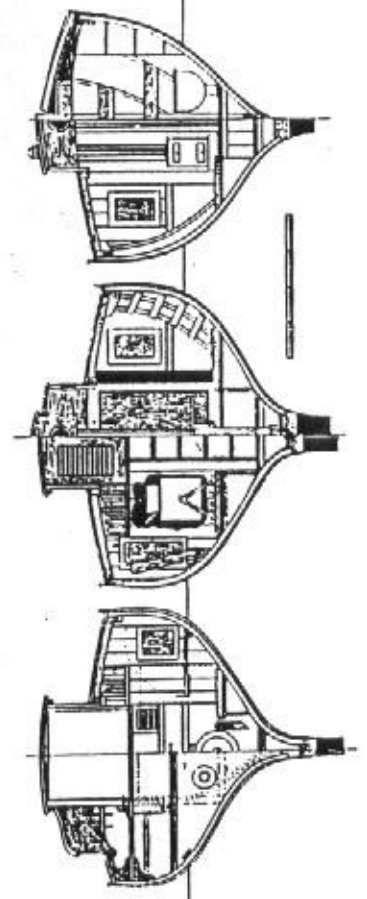
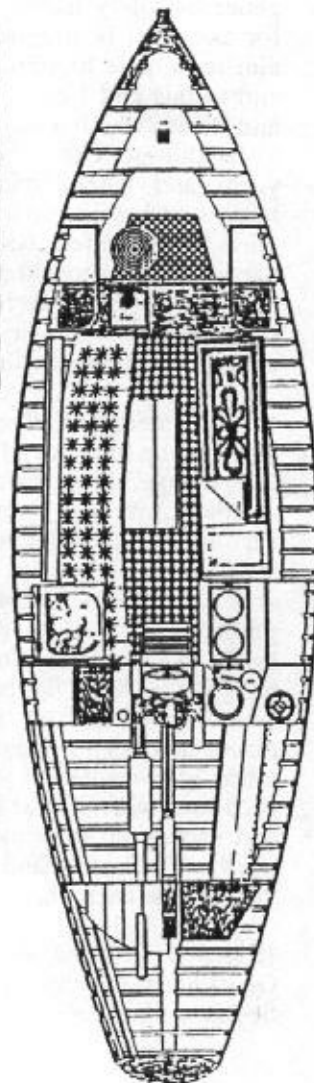
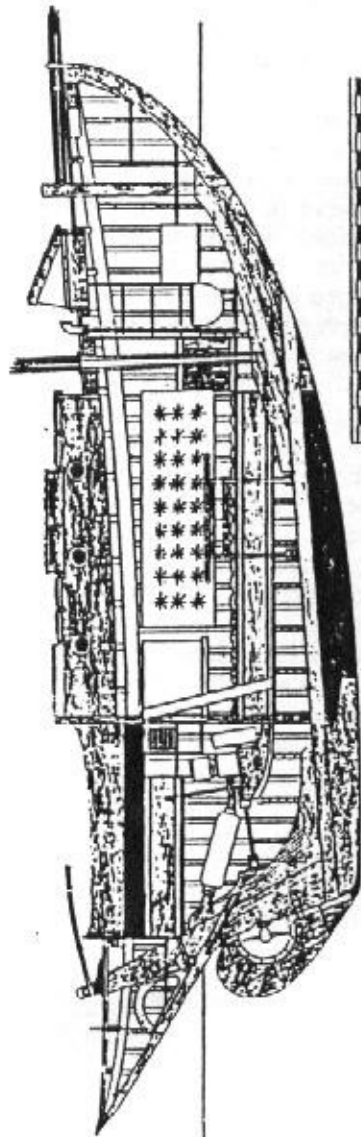
# YS & C COMPETITION DESIGN NO 23 1925

LOA 29ft 6in. LWL 22ft 6in. Beam 8ft 6in. Draught 4ft 4in.  
 Displ 5.2 tons Lead keel 2.0 tons SA. 460 sq.ft. TM 6.2 tons





# DESIGN No. XXIII.



SAIL PLAN

L.O.A. 29 ft. 6 ins.; L.W.L. 22 ft. 6 ins.; Beam 8 ft. 5 ins.; Draught 4 ft. 4 ins.

# Watermaiden

By GEOFF TAYLOR

One of four yachts built to the 'Rose of Arden' design, 'Watermaiden' was launched in 1939 at Mashford Bros. yard on the River Tamar, in Cornwall. She is a 23' LWL, 30' LOA, canoe-stern carvel sloop, with a beam of 8' 6".

I have it on good authority from Ernie Mashford, who helped to build her, that the prospective owner, Philip Pike, stipulated that all planks were to be full length. So Mashford's put aside a pile of 30+ foot mahogany in preparation. However, when planking began, it was found that there wasn't a full length plank in the pile. Apparently some new employee, on a job needing short lengths of mahogany, had made in-roads into the pile, taking a piece off every length. The truth of the tale is born out by the various butt-straps in evidence in the hull today.

Ernie, who is still alive, tells of how Philip Pike, a motorcyclist of some repute in the 1920's, and a motorcycle dealer in Plymouth, used to come to the yard regularly to view progress on 'Waterwraith II' as she was to be called. Each time he would arrive on a different new bike and tell Ernie, an enthusiast himself, to "Try it out while I check out the boat". So Ernie got to ride the latest models. It stood him in good stead during the war when he received a special allocation of petrol to go around the forests, on his motorcycle, selecting timber for Admiralty contracts (launch building). Unfortunately Philip Pike was killed in an air raid early in the war. It is not known where the yacht lay "For the duration" as they used to say. I feel that subsequently she must have spent most of her life on the south coast, judging by the addresses of the previous owners.

I bought her in 1977 from Mr. Lesley Gooch, himself an early member of the Harrison Butler Association. Her mooring, at that time, was in Fowey River near Polruan. Before deciding to buy her, I asked Sid Mashford to come down to where we had dried her out on legs on the beach to survey her. This he did for the princely sum of £35 (travelling expenses included). One of his comments about her condition, after 38 years of use, was that she would be good for another 38. Well, 22 of those years have slipped by and she still looks good to me. I hope his prophecy proves to be correct. Sadly, Sid himself is no longer with us.

In 1979 I began cruising full time and, with two friends, sailed her down to the Mediterranean. "Ignorance is Bliss", they say, and had I had any idea of the sights of the sea, in all its Glory and Fury, which I would witness many times in later years, we might not have been quite so blasé.

If you recall, that was the year of the Fastnet disaster. We had set off three or four weeks earlier.

Had we encountered that storm on our maiden voyage - how different the future might have been for all of us, indeed had there even been a future for us. Luckily experience was built up slowly and painlessly with passages becoming longer and more interesting. 'Watermaiden' has proved to be an excellent sea-boat and, in the right conditions, quite fast, having logged 144 n. miles in a 24 hour period once and 130 several times. On a recent trip to the Caribbean we averaged exactly 100 n. miles per day for 26 1/2 days. However this requires a fair bit of luck in not encountering light winds or calms. Like most cruisers I am happy if I make 100 in a day. I often have to settle for less.

So far, sailing in 'Watermaiden' has been trouble free, which might be due to two factors. First of all the gear, rigging, fittings etc. are designed with over-generous safety margins, and secondly the keyword for any item is simplicity. It has always been my aim to be able to effect any repairs on board at sea and to this end I carry a comprehensive set of tools and items (which a tidy man would call junk) useful to fix things. I don't believe in over driving such a yacht and when conditions rough up we either heave-to (double reefed main only) or run off down wind under reefed, boomed staysail, or bare poles, depending on wind strength and sea state. Under the Aries self-steering there is no need to be outside so one can relax in the dry with a cup of hot coffee and a book until things return to normal.

It is an interesting observation that sailing the same yacht for so long one often anticipates, for example, a sail change, in advance of a deterioration in the weather. Likewise by continually casting an eye (and ear) unconsciously around the yacht and its gear one spots potential troubles, a nut coming loose, a missing split pin or a fraying line, it seems just in time to avert problems. So, all in all, 'Watermaiden' with her two berths in a spacious saloon and generous sized galley, with gas cooking, has been a comfortable home these last 20 years and has taken me to some interesting places and been a never ending passport to meeting other "aficionados" of the wooden yacht. On the rare occasions when I have managed to get the paintwork and varnish up to scratch simultaneously I think she has been able to stand proudly alongside any other yacht in the anchorage.

[Since writing the above article for the newsletter, Geoff has reluctantly decided to sell 'Watermaiden' - See Boats For Sale - Ed.]

# Vindilis

## A Boat for Himself

By T. HARRISON BUTLER



Some years ago one of my friends in New Zealand took me quite seriously to task for owning a yacht like my old '*Sandook*', when he said I designed so many better yachts for others. He agreed that if it were a matter of finance I was excused. I answered that I was bringing up five young yachts-men and women, and that with the Income Tax at five shillings in the pound one could not combine education with yacht building.

Since then others have spoken in the same strain, and finally my own family took a hand in the game. Last summer a rumour spread over the Hamble that A. H. Moody & Son intended to begin yacht building, and when the erection of a large building shed, with moulding loft complete, at their Swanwick yard, confirmed this rumour, my wife insisted that Moody's first yacht must be ours.

Willing to be persuaded, I agreed that if I could sell '*Sandook*' for a reasonable price I would take the plunge. At the end of last season I was fortunate in finding a new owner for the yacht I had sailed for 22 years. Then came the momentous question of choosing a design.

Being no longer young, it was essential that the money about to be spent should at any rate in some degree be an investment. We all agreed that it was better to have a small yacht perfectly built of the best

material than a larger one of humbler parentage. From all points of view a yacht of from 6 to 7 tons seemed to be the most suitable.

Having sailed '*Sandook*', a 6 ton cutter, for so long, we all knew exactly what we wanted. Apart from two cruises of approximately a fortnight each, our yacht is used all the summer for occasional weekend sails and as a houseboat. Although four is the maximum that can be managed for a cruise, and three is better, we needed as much sleeping accommodation as we could squeeze in for house-boating. I personally insist upon 6ft headroom in the cabin, and sitting room under the main deck, so that the side decks can be wide and safe. As we sail a great deal in the Solent, deep draught was undesirable. It is still more objectionable in the Thames Estuary and in Danish waters.

We had quite a number of designs to choose from: there was Cyclone II, Yonne and Englyn, the last my most recent design. All had been built, and we knew all about them. Ultimately, after long family discussions, we decided that Davinka was the best.

This design was drawn ten years ago for a Designing Competition staged by 'Yacht Sales & Charters' - in which she came out second. The prize was won by Shepherd with the present '*Crystal*'. The two designs had virtually the same dimensions, and the lines



were very similar. The published design of *'Davinka'* was built eight years ago by Dr. Enroth of Helsingfors and called *'Yoldia'*. I wrote to him recently and he told me that he still had *'Yoldia'*, and had cruised in her over 8,000 miles in the Baltic. He considered her to be as near perfection as a small yacht can be. She would, he said, steer herself all day to windward, she ran well and was reasonably fast, and very dry.

We chose *'Davinka'* because she was the best-looking of all my 6-tonners; because we wanted a yawl; and because we considered that a counter-sterned boat would be a better investment than one with a transom. Also we had a very strong suspicion that the builders greatly preferred to build a yacht with a counter. As regards the extra cost, this was estimated at about £15. I have put the tracing of *'Davinka'* upon that of *'Yonne'*, and find that the two are virtually the same except for the counter.

I have frequently been asked, "Why a yawl?" Mr. A. H. Clark, in his recent book *'Yacht Efficiency'* balances the virtues of the cutter and ketch, and goes on to say that the yawl has the virtues of neither and the faults of both. He is speaking of large vessels, but his arguments would be still more cogent for a 6-tonner.

My own view is that a yawl can possess many of the virtues of the cutter, and most certainly avoids the faults of a ketch. The old-fashioned yawl, with a small mast perched precariously near the end of a long counter, has nothing to recommend it, and a gaff mizzen is useless to windward. The correct and useful yawl has a submerged counter and a sternpost with only a slight rake. This enables the mizzen mast to be well forward and to have a sound stepping. This mast can carry a reefed mizzen in a blow with safety, but it would not often be asked to do this.

I have definite reasons for choosing a yawl. In the first place, and most important, I want to be able to get a perfect balance of sail. In my not extensive experience most yachts tend to pull rather hard with the wind on the quarter, and many do so going to windward in a strong wind. This tendency is especially evident with a Bermudian mainsail. In *'Yoldia'* this is, in practice, completely cured by stowing the mizzen. It may be that the mizzen shown in the drawings will be too large, in which case we can try it out reefed and then, if necessary, reduce it.

Secondly, we shall have the great advantage of being able to take off 100 sq. ft. of the sail area almost instantaneously. We roll up the jib and top up the mizzen with the double topping-lift, frap the halyard round the mast, and then we are under a sung but highly effective "knockabout" rig. The sternhead sloop would be an excellent rig for *'Vindilis'*, but the area would be rather short.

Finally, we have ease in reefing. The clew of the mainsail comes inboard over the cockpit, and it will be quite simple to get the clew down and pass a preventer lashing without any acrobatic feats on the counter. It has been said, and often with truth, that the mizzen of a yawl is useless to windward. When there is a gaff sail just in front of the mizzen, the smaller sail gets back-winded. But if the main is a Bermudian the leech rapidly goes forward and the mizzen is working in undisturbed air.

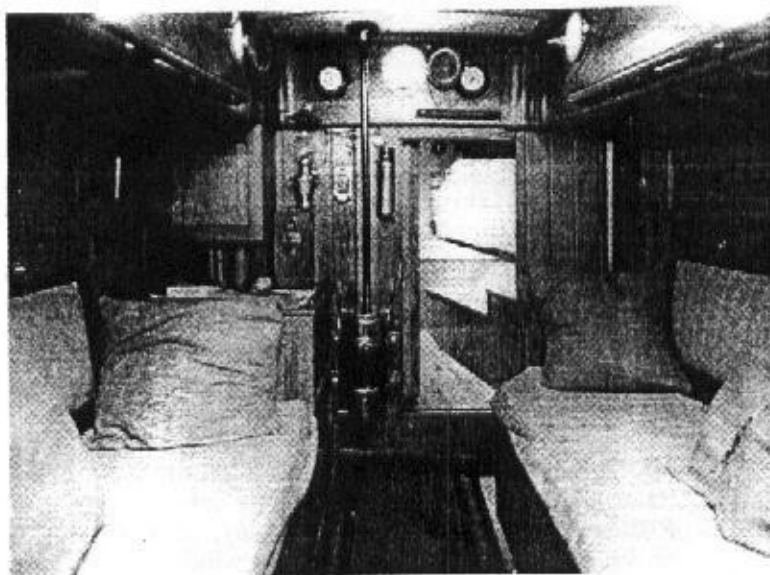
This is equally true for a Bermudian ketch. The ordinary gaff-ketch is a soul-destroying outfit to windward; five points off the wind is good work for them. The Bermudian ketch is so popular in America that I fancy that it must be quite efficient to windward; in fact racing experience shows that it is so. I hold no brief for sailing a yawl to windward with headsails and mizzen; in a strong wind it puts quite unfair strains upon the hull and rig. On the other hand, all my 6-ton Bermudian cutters will go to windward under headsails alone, and come about in quite rough water. We tried two of them out on the Solent Banks in a strong wind, so it is reasonable to think that *'Vindilis'* will do better than the cutters. If the yawl rig proves as bad as some imagine, it will be quite easy to add a foot or so to the boom and make the yacht a cutter. The modern Bermudian cutter carries a short boom, ending well forward of the arch-board.

The lay-out has been a matter of most careful thought and prolonged discussion. My wife was quite clear that she wanted the galley aft; and there it is. We placed a hanging locker for oilskins opposite, on the port side, but we found that we were giving up too much valuable space. We moved the forward bulkhead aft 9ins on the port side and arranged hanging space in the fo'c'sle. I wanted to have the winch near the mast and stow the chain more or less amidships.

Eventually we decided that, as the ballast was very concentrated in a 2-ton lead keel, it would not matter much if the chain stowed forward. This position is far more convenient for the winch and chain. We can now use the gipsy wheel on the starboard side for the chain, and the drum for a warp on the port side.

There are four large clothes lockers, one for each bunk. Two are in the eyes of the yacht, and there is a large one partly in the fo'c'sle and partly under the starboard cabin buffet. The fourth is under the table forward to port. A fifth is under the pantry, but this will be needed for stores. The door of the pantry falls down to make a chart table. A hand rail will be fitted inside the cabin top, where it is just as necessary in a seaway as on the outside of the house.

The engine is a 6H.P. Stuart Turner driving a 16in propeller through a two-to-one reducing gear. I fitted this engine to *'Sandook'*. At first we had troubles, but the firm very sensibly took notice of the



'Vindilis' - looking forward. (Another pipe cot to port, over "Baby Blake" and wash basin in locker)

owner's experience at sea, and all the defective features have been eliminated. Our worst trial was getting water into the engine. Now the cooling water passes into a water-cooled silencer, and a recurrence of this trouble is impossible. My reason for choosing a good two-stroke is that when the yacht is laid up for the winter there are no valves and springs to rust.

At first we decided to call the yacht by the original name of the design, but some of us did not care for 'Davinka', so the yacht will be called by the old Roman name for Portland - 'Vindilis'. As another of my published designs is called 'Vindilis', I have put the two names on the plans, to avoid confusion.

The sails, by Cranfield & Carter, will be treated with Cuprinol, and the interior of the yacht is being freely sprayed with the same product. The sails so treated are a shade more cream-coloured than before and slightly stiffer, but the difference is nothing like so marked as after dressing with oil and ochre or tanning. The fife-rail round the mast will be braced down to an eye-bolt in the keel, so that the strain of the halyards is borne by the keel and not by the deck. The last 3ft of the mainsail will not be attached to the Laurent Giles-Ward track but will be laced. This will avoid girting the sail, and will help it to lower sweetly.

Considering that 'Vindilis' was a new venture (Moody had not built a yacht for thirty years), I thought it wise to run down and see the "lofting". When I saw the work of art (I can call it nothing else) that Mr. Bunday, the foreman builder, had placed on the floor, I decided that it was quite unnecessary to check up the measurements, and I felt quite happy about the future of my yacht. She is now nearly complete, and I am satisfied that the material is the finest that can be got, and that the workmanship is equal to the best.

The keel is of wych elm, 7in thick, and the after deadwood is of the same material. The rest of the frame is of selected oak. The bent timbers, 1 1/2" by 1 1/4", are of oak, spaced 7in. The planking is of selected kiln-dried pitch pine, one inch finished. The garboard strake is of elm, 1 1/4" thick. The deck will be of teak laid in narrow planks snapped into the king-plank. I wanted a deal deck covered with canvas, but Moody would not hear of it. The fastenings are all of copper and naval brass, except the central bolts of the galvanized steel floors. These are of galvanized steel. I would not risk electric action in the bilges; it would be but a few months before brass bolts would have eaten away the galvanizing on the floors, and then the iron would follow. If you have brass bolts you must have yellow metal floors. Of course, Tungum would be best.

We hope to launch the yacht to be ready for sailing at Easter. Then I hope to settle to my own satisfaction several problems. For 22 years I have sailed 'Sandook', a gaff-rigged fishing boat - a Plymouth hooker. In spite of her hull form, sharp v-sections in the bow and broad U's at the stern, she was perfectly balanced, except with a strong wind on the quarter. I hope now to be able to decide practically the merits and demerits of the Bermudian rig and the fallacies of the cut-away forefoot. As 'Vindilis' is virtually the same in lines and dimensions as the Yonnes and the Englyns, I shall be able to find out what loss of speed there is in the yawl rig, and whether the counter will add to the speed. If, for example, we find, as I anticipate, that 'Vindilis' and 'Faraway' and 'Englyn' are about equal in speed, I shall think that the loss of efficiency in rig is made up by the longer hceled-waterline added by the counter.

Later on I hope to give the readers of The Yachting Monthly the benefit of my experiences.

# Vindilis in Action

## Conclusions After a Season's Use

By T. HARRISON BUTLER

I have received so many letters asking me about the performance of my new yacht *'Vindilis'* that I feel sure that an account of her in action, with a comparison of her qualities with those of my late yacht *'Sandook'* will interest many.

I cannot feel that I yet know much about the best way of sailing *'Vindilis'*. One season is not enough to discover the best methods of balancing sail under different conditions, nor can one be certain that the yacht is in the best trim.

The summer of 1935 was by no means ideal for studying a new yacht. I took a holiday during the first fortnight in June, and another in the first fortnight of August. All yachtsmen will remember last June. The weather was cold and boisterous, and on one day there was a gale of 46 miles an hour in the Solent. It was quite impossible to take a new and untried vessel outside; and even in the Solent it was often too windy to sail. In June the yacht was down by the stern, and for this reason, and others to be mentioned later, she was not at her best. August was, on the whole, too calm. My wife and two daughters accompanied me to Plymouth and back, and we had only two blows to show us what the yacht could do under adverse conditions.

It has been most interesting to compare *'Vindilis'* with my old yacht *'Sandook'*. *'Sandook'* was a refined type of Plymouth hooker, 25ft on the LWL and overall, 7ft 10in beam, with a draught of 5ft. *'Vindilis'*, whose lines were published in The Yachting Monthly (Vol. LVIII, page 435), is 30ft LOA, 22ft 6in LWL, 8ft 7½in beam and 4ft 5in draught. *'Sandook'* has a longer LWL, less beam and more draught than *'Vindilis'*. *'Sandook'* had 32cwt of iron on her keel and 10cwt inside - 42cwt in all. *'Vindilis'* has now 36cwt of lead on her keel and one cwt inside, winged out to balance the weight of the water tank. She has 5cwt less ballast than *'Sandook'*, but it is all on the keel, although not hung so low as in the older vessel.

Both vessels have approximately the same sail area. The main and headsails are the same; *'Vindilis'* has 50 sq. ft. in her mizzen, but *'Sandook'* could set the same amount in a large topsail. I may say that she never had this sail. The two yachts are approximately of the same size, and have the same sail area. On *'Sandook'* there is a gaff mainsail, whereas *'Vindilis'* carries a Bermudian. The two yachts are fit subjects for a comparison of type and of sail plan.

The theoretical maximum speed of *'Sandook'* is 7 knots; that of *'Vindilis'* 6.65. *'Sandook'*, running before a strong breeze from the Black Rock to Helford River, attained a speed of 7 knots; and on another occasion, from Lulworth to Portland Breakwater, before a very hard wind, she did 6.5, upon each occasion towing a heavy 10ft dinghy. I have no accurate data of the maximum speed of *'Vindilis'*, but one day, between Cowes and Calshot, with a very hard wind on the quarter, she overhauled and passed one of Hillyard's 18 ton schooners under power and reduced canvas.

I should say that there is not much between them as regards maximum speed, but *'Vindilis'* can be driven harder than *'Sandook'*. Probably, going to windward with whole sail in smooth water, both yachts would be equally fast; running and reaching *'Sandook'* would be faster. Going to windward in some sea and a reef down, *'Vindilis'* is far superior; and when it comes to two reefs, I think that she would lose the older yacht.

The driving force applied to a yacht going to windward may, I think, be roughly measured by the sum of the length of the luffs of all the sails set. The headsails of *'Vindilis'* have longer luffs than *'Sandook's'* for the same area, and the mainsail of the former has a much longer luff than that of the latter. When the sails are reefed *'Vindilis'* has a far larger luff-sum than *'Sandook'*, and her driving force to windward is much greater.

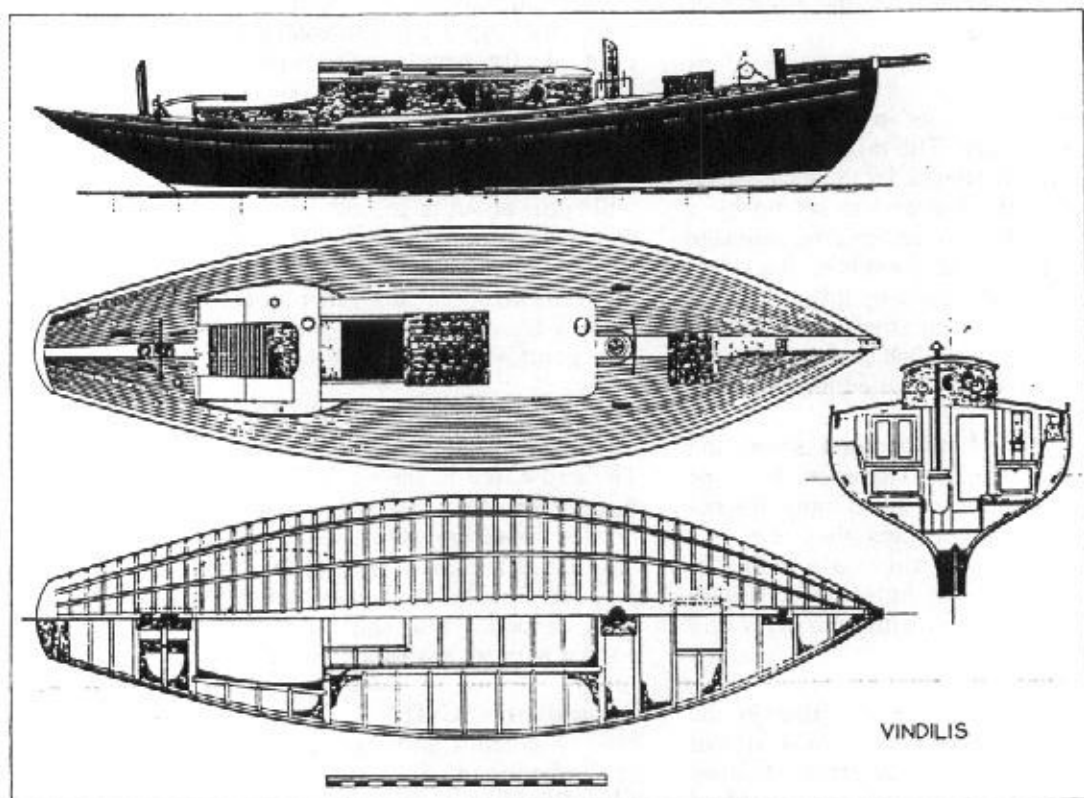
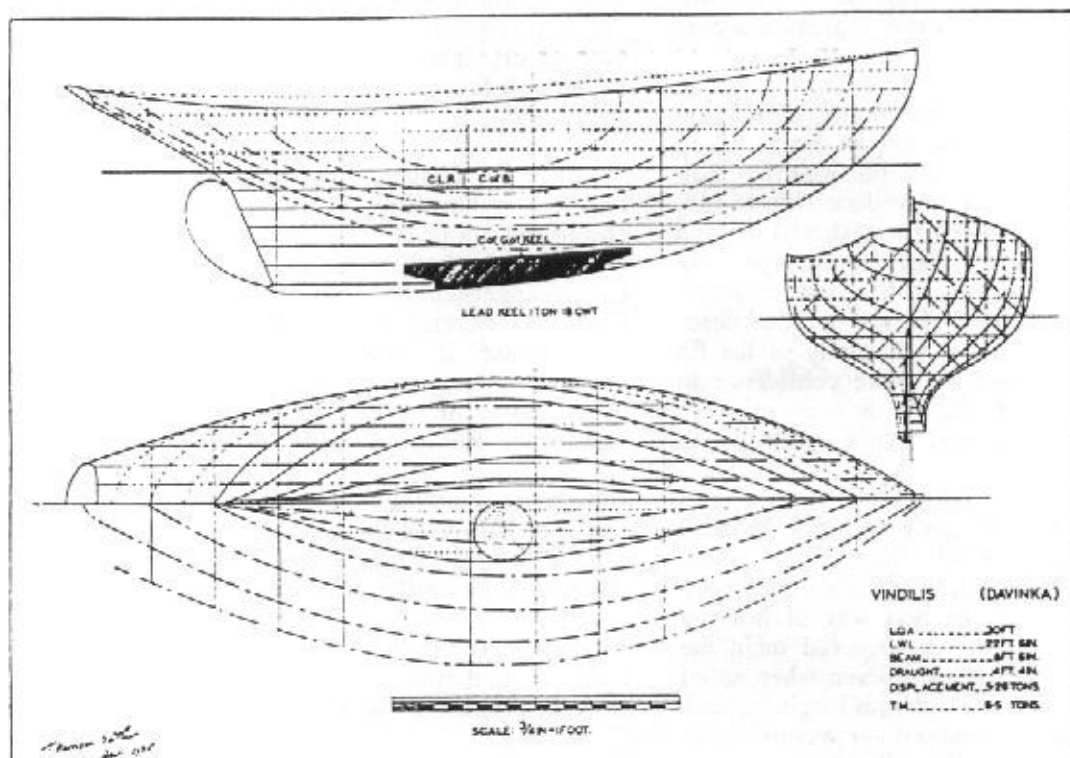
The photograph of *'Sandook'* with two reefs down and second jib shows that the luff-sum is very small, and probably the jib was doing more in driving her than the main.

In addition to the superiority in driving force, *'Vindilis'* has a better shape for going to windward in a seaway. *'Sandook'* has almost vertical V-sections in the bow; she has a straight stem and, in consequence, no reserve buoyancy to pick her bow up. She pitches into every sea, putting her bowsprit into it merrily and stopping herself with every pitch. *'Vindilis'* pitches far less and more slowly, and forges steadily to windward. With two reefs down she seems to revel in head seas, conditions which make *'Sandook'* a very poor performer to windward.

*'Vindilis'* with a reef down in the main, second jib, full staysail and no mizzen, beats out to windward in a manner which is a revelation to one who has used a gaff cutter for 22 years. Under this rig, in smooth



# THE YACHTING MONTHLY



*Vindilis, 6 tons T.M., designed by Dr. T. Harrison Butler for himself.*

water, she makes an eight-point course to windward. Both yachts have very easy motions, but 'Vindilis' is dryer. She throws some spray about, but it mostly goes over the foredeck. 'Sandoek' was a dry ship, but when she did throw water about it came aft, over the helmsman, and in a bad head sea I was always fearing that she would ship a green sea over the foredeck.

I have so far not had the opportunity of running 'Vindilis' before a heavy sea, but as far as I can gather she calls for more careful steering than 'Sandoek'. 'Sandoek' was a marvellous ship to run, and one could leave the helm for a short time and still find her on her course. One cannot expect the chubby type to run as well as the longer yacht. 'Sandoek' had a canoe-like body and a lot of deadwood over the iron keel; she was really of the fin keel type. 'Vindilis' gives me more confidence in strong winds than 'Sandoek'; she is a magnificent sea-boat, and her easy motion is not conducive to sea-sickness.

'Sandoek' would heave-to quietly with one headsail aback. The reefed main has so little driving power that the tendency to forereach is minimal. I have not yet had time to discover the best way of heaving 'Vindilis' to. With full or single-reefed main the driving force of the main is great, even when eased off, and it is difficult to keep her from forging ahead. Probably under extreme conditions she would heave-to with mizzen and jib, or with mizzen alone, perhaps with its single reef down. Or with the trysail and second jib aback. This will be the subject of further experiment.

#### **Yawl v. Cutter**

'Sandoek' is a cutter, 'Vindilis' a yawl, with a thoroughly well-stepped mast. The mizzen masthead is stayed to the main masthead by a spring-stay, which passes through a sheave and is set up by a lanyard, so that the correct strain can be adjusted between it and the masthead preventer backstay, which is set up to the mizzen mast by a turn-buckle. The strain is taken by the mizzen after shroud, which leads well aft. The mizzen mast has crosstrees: they look distinctive, but are probably quite unnecessary.

All the advantages that I anticipated from the yawl rig have materialized. There is but one disadvantage: the bumkin and the dinghy do not always see eye to eye, or perhaps they eye one another too closely. With full sail and a moderate wind the sail balance is good; but with a greater speed the tiller begins to pull, *although it is still amidships*.

I have a strong suspicion that this is due to the aperture in the rudder, because when going all out under power the yacht needs a very strong pull on the tiller to make her turn. This was more evident when the yacht was down by the stern than it is now that she is on her correct trim. Probably she would

be better with 2cwt of ballast forward to balance the crew aft, or perhaps even 3 or 4cwt.

When the yacht begins to pull we furl the mizzen. This is easily accomplished: we lower the sail halfway down, top up the boom, furl in two rolls and frap the sail to the mast with the fall of the topping lift. This makes a neat stow and is a matter of but a few minutes. The sail can be reset even more rapidly.

As the wind freshens we reduce sail by taking the first reef in the mainsail - a four-foot reef. The after end of the boom is just overhead, and the pendants are easily reached without leaving the cockpit. As one is directly under the clew, there is no friction in the bee-block, and the reef can be got down with the greatest ease. It is now a small matter to bring down the tack and tie the points. A roller gear is quite unnecessary and would, I think, give more trouble. The second reef is even easier to negotiate.

With more wind the second jib would be set. With two reefs down the jib can be rolled up, and we are now a snug and handy sternhead sloop, with no sheets to work, as the staysail is on a boom.

We have never got beyond this stage, but with three reefs down it might, when on a wind, be wise to reset the mizzen and take a reef in the staysail.

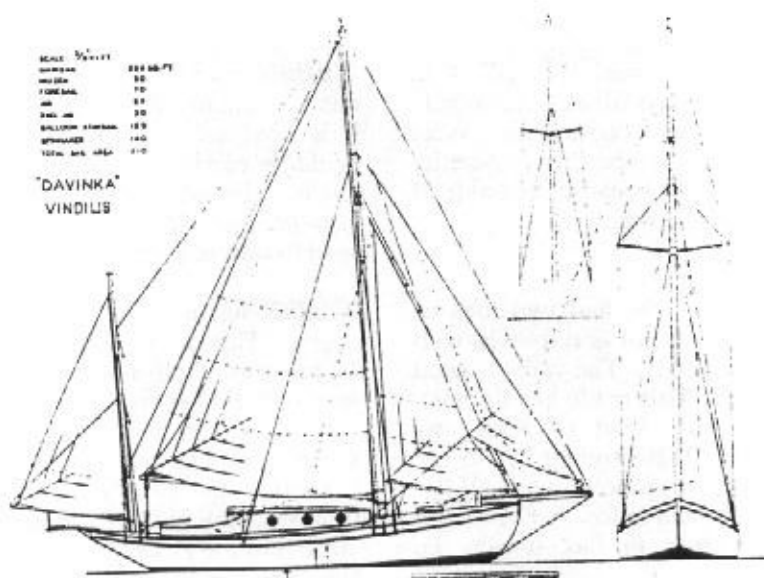
The yawl rig gives a large number of sail combinations to suit various conditions. With a strong, fair wind at sea I should take two reefs in the main and keep the full foresail and the second jib, or even take three reefs in the main, keeping the mizzen in mind in case one had to come by the wind.

Under headsails and mizzen 'Vindilis' will go to windward lying about five points off the wind, and will come about in smooth water. We beat her down to Calshot light from the Hamble Spit against the tide, and it was not till we turned to run back that we realized that the tide had considerable strength. With a trysail added the yacht handles well and is very comfortable.

I think that my 'Cyclone II', 'Yonne's and 'Englyn's, all cutters, handle just as well without the mainsail. The extra area in the staysail is just as useful as the mizzen in the yawl. It is all nonsense that the mizzen is no use going to windward, and that it is the first sail to lift. This is, of course, true with the gaff rig, but the mizzen behind a Bermudian is not back-winded. The sail on 'Vindilis' holds just as good a wind as any other on the yacht.

#### **Bermudian v. Gaff**

Having sailed a gaff-rigged cutter for 22 years, and now owning a Bermudian, I am, I think, in an advantageous position to make the comparison between them. As regards efficiency to windward, there can be no doubt that the Bermudian sail is more



*Dr. Harrison Butler has chosen yawl rig for his own ship.*

effective, and when the sail is reefed the superiority is immense. We have already stated the reason for this: loss of luff. The only way to preserve the luff in a reefed gaff is to do as the fishermen do and set a jib-headed topsail. The Dutch mainsail is virtually a Bermudian with a very short gaff, and this sail keeps its luff when reefed.

There is not much difference between the two sails on a reach, but the gaff is better for running. It is not desirable in a strong wind to run with the boom square off with the Bermudian rig, because the sail will chafe against the crosstrees and rigging, and the head tends to get in front of the mast, and so causes rolling. One must run with the boom somewhat aft and, even then, if long voyages are contemplated, the spreaders should be padded and have rubber balls at the ends.

There is one great advantage in the Bermudian: gybeing all-standing loses its terrors as long as the runners are not made fast. The sail comes over easily without that crash of the gaff sail, and in moderate winds we often do it deliberately. The mizzen gybes as it likes, and is not felt at all; one looks back and notices that the sail is on the other side.

The Bermudian sail is far easier to handle than the gaff, and far safer. There is only one halyard, and the sail rises and falls with ease. The mizzen falls with its own weight, the main comes down with the slightest pull. I rigged a down-haul to a cringle one-third of the way down from the head, but it is really not necessary, though a safe-guard. The sail comes down in a bunch by the mast, and there is nothing to fall overboard; nor is it ever necessary to go aft, as with a gaff sail, to haul down the leech. Once on 'Maud', while doing this, I was pushed overboard.

We have made tests in a reasonably strong wind, and find that we can lower the mainsail before the wind without difficulty. We have U-shaped internal tracks of the Ward-Laurent Giles type. At first we

had great difficulty in lowering the mainsail. This was because the sail was bent to the slides with marlin. This was replaced by small shackles, and at once the fault was cured. The slides have long eyes, and should always be drawn from the leading-edge. If the sail is bent on with marlin the slides tilt and each one acts as a brake. This matter is so important that I am giving an illustration on the collapsible table diagram to explain it.

The staying of the mast is quite simple. It is a 6in spar, and I have not noticed the slightest tendency towards distortion into S-shaped curves. We have one set of crosstrees, set low down. The permanent backstay takes most of the strain, and the runners are needed only in strong winds. Telegraph pattern rigging-screws are fitted, and are strong, simple and cheap. Very occasionally we go round with a spanner and give the screws a few turns and then set with the lock-screw.

The joy of having well set up rigging after 22 years' suffering with lanyards is great. 'Sandook's rigging was rarely well set up. It is quite easy to talk about getting out the handybilly and setting up the lanyards. It is a long job, and difficult to do properly.

The forestay leads through a sheave at the stemhead, and is set up with a rigging screw on the logger-head Samson post. This distributes the strain between the stem and the deck. All the shrouds are shackled to tangs and are not spliced round the mast. The chain which joins the pin-rail to the mast is not a mere fancy gadget: it is, at rest, but hand taut, but when the sails are all set up it is quite stram, and is obviously taking a great strain off the deck beams. No vessel ought to be without it.

On the whole, we like the boom on the foresail. It is fixed to the forestay by an iron fitting which allows it to slide up and down and move in all directions. This fitting is illustrated.



We find that, running in a strong breeze, it is possible to use the balloon staysail as a parachute spinnaker. It will draw without a boom, and is most handy and effective. We discovered this feature by accident. It is probably possible because the angle of the forestay happens to be just correct.

#### Faults

When 'Vindilis' was launched she had two tons of ballast on the keel, and its centre of gravity was well forward of the centre of buoyancy. The yacht floated about 4in down by the stern. This made her sluggish and unhandy, and ultimately 5cwt of lead was removed from her keel aft. This brought her to her correct fore-and-aft trim, but even now, when all her crew are on board she is an inch below her designed LWL. This does not matter; in fact it may be an advantage.

I am quite at a loss to understand why the original trim was wrong; in fact I had expected to have to add some inside trimming ballast.

The 'Yonne's have virtually the same design, except the counter, and they all, except one, have about 50cwt of ballast to bring them to the designed LWL. The engine weight is balanced by the anchors and chain forward. The counter and the water-tank should have been balanced by the lead of the centre of gravity of the keel. I do not think that the keel was fitted too far aft, and the fault remains a mystery.

The yacht is now a far better performer, but she is still not as handy as she should be, and this is, I am sure, due to an ineffective rudder. The present stern-tube projects about seven inches beyond the sternpost, necessitating a large aperture in the rudder.

The evil effect of this large hole in the rudder is great - far more so than I should have imagined. It not only affects the handiness of the yacht, but I am sure that it slows her down, and in future I shall always recommend a side-installation. Mr. Laurent Giles tells me that he is firmly convinced that the central installation is bad in a sailing yacht.

The forks of the rudder stock were forged too square and fitted too high up, with the result that they fouled the sternpost, and the tiller can be put over only 30 degrees. This is not enough. A chubby type of yacht cannot be sailed round, she must be rapidly turned round like a dinghy while she has way on, and this needs full helm.

Both these defects are being remedied. Stuart Turner have designed a flush stern tube, and the rudder-stock has been reforged so that the tiller can be put hard over. I feel sure that this will make the yacht handier and faster.

Dr. Enroth, who built 'Yoldia' to the 'Vindilis' design eight years ago, tells me that his yacht is perfectly handy, and the only difference is in the rudder.

'Vindilis' has reducing gear and a 16in propeller, and this accentuates the faults of the central installation. It is obvious under power as well as under sail. 'Vindilis' carries considerable helm under power: as much, almost, as 'Sandook' did with a side installation. There is a constant tendency for the head to turn to port.

'Vindilis' has a 6 (now called 8) H.P. Stuart Turner engine. This drives her at 5.25 knots, ascertained on the measured half-mile and by log in West Bay. The power of the engine is shown by the fact that we towed my son-in-law's 15 ton Loch Fyne yacht 'Cova' from near the Needles to Anvil Point at about 3 knots. On another occasion we picked up a Thames barge in Cowes Roads and towed her up the Medina to the Power Station at a little over one knot. The engine is flexible, it starts well, and its ailments are easy to diagnose and cure. I had one in 'Sandook' for two years, and I was not able to find a better one for 'Vindilis'.

The Britehot heating stove, with slight alterations, would be ideal. Its staying is not stiff enough, and we have added two diagonal struts, which make it quite firm on the bulkhead. It burns a variety of charcoal and given just enough heat to warm a small cabin. One fill lasts all night. One must not forget that charcoal, burning slowly, produces a large amount of carbon monoxide, a dangerously poisonous gas. The top of the stove should be fitted with a well-fitting adequate asbestos gasket, and be provided with a screw to bed the top down firmly and gas-tight. The chimney is not large enough, and its small diameter is still further reduced by a stay which crosses it to carry the cowl. If the top is made absolutely gas-tight, the staying improved and the chimney doubled in diameter, we have the ideal small yacht stove.

The folding table is very good. I saw one on 'Brat', but I do not recollect all its details. My interpretation is shown in the drawing. The struts fit into a groove in the lower leg, and have to be pressed outwards till they enter with a "snock". When lowering they insinuate themselves under the chock, which is shown grained in the drawing. This is a most important feature, for the chocks make the table absolutely rigid, and must be carefully fitted. The one drawback is that the hinges stand above the surface of the table, and cups and saucers have to be placed between them. I think that there are internal hinges that would avoid this fault, but they are expensive and probably not very strong. It is a small disadvantage. The table lowers and folds down till its side-flaps make part of the cabin floor.

The galley is rather awkward to get at. The engine comes rather further forward than one would wish, but one cannot have everything. We have thirty-one lockers, and they are all filled! When we go to sea we just tie a line across the galley to keep one or two articles in place, and we have everything stowed.

There is a place for everything, and nothing can carry away in any ordinary weather. The canvas dodgers are brought out and made fast to eyes in the ship's side. They prevent the seat cushions from carrying away and keep them dry. Small cushions can be tucked away under them.

### Lessons

There is always something to be learned in building a new yacht. I ask myself what changes I would make if I were building another 'Vindilis'.

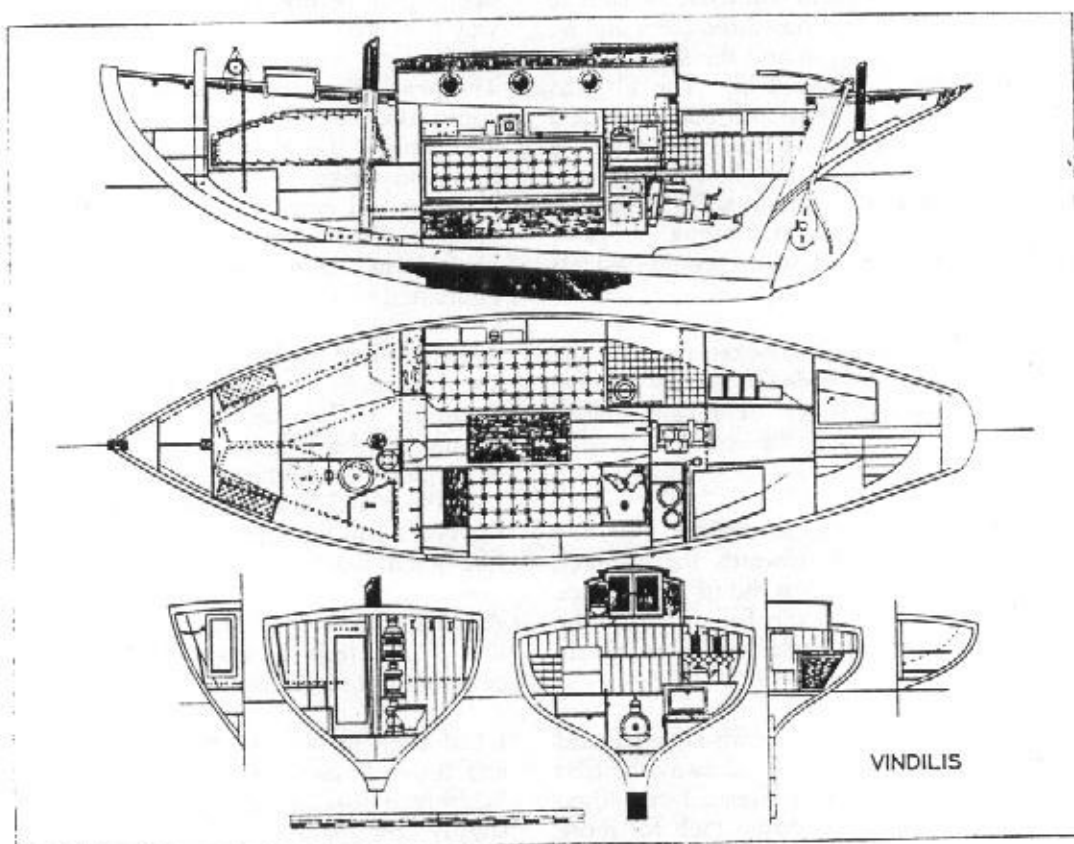
First and foremost I would try to get the weight of the hull and internal fittings lower. One cannot avoid a heavy cabin-top if one is to have 6ft headroom, and this is a prime essential. One can save weight by not having a teak deck, but here again it is very nice, and gives no trouble.

I think that I could have saved a little in the deck frame. We have an immensely strong deck, but probably too strong. We are not contemplating an Arctic voyage. On the other hand, a lot can be saved inside. Light oak is very heavy, and I think that there

must be a lighter wood, and that much can be done with plywood. I dislike painted wood, but oak is too heavy and too dark.

I would have the same overall length; one must have some standard, and the ultimate is price. A canoe stern would give 6in or more on the LWL, and this is 6in in the hanging space where it is needed. Then 6in increased draught is advantageous for my purpose, both from the increase of stability and because it improves weatherly qualities. On the other hand, 'Vindilis' as she is takes the ground at a convenient angle - the extra draught might be disadvantageous in many waters. On the Belgian coast this is certainly the case. It is interesting that in Belgium the LWL of a yacht must not exceed 30ft. Over this length she is a yacht, and has to pay a tax and dues; under 30ft she is a boat, and is free from all charges.

Finally, my friend Mr. Robert Clark is analysing 'Vindilis' to see how she varies from the metacentric shelf form. When the analysis is complete we hope to redesign 'Vindilis' mutually and make her into a true "metacentroid".



*The lay-out of Dr. Butler's ship is well planned.*

# West Country Cruising

By CRAIG NUTTER



The forecast was difficult to find, it wasn't where it used to be on the radio and I was looking for it out of tradition more than inclination, because we had to leave anyway.

The only problem of a well found boat is your belief in its ability to take care of you and your crew. *'Sabrina'* had been a wonderful companion on the cruise so far, combining the dignity and class from another era and the unfussed practicality of a boat fulfilling its purpose - 'the summer cruise to the West Country'.

In Newton Ferrers the high surrounding hills framed the bright sky; the scudding clouds were heading east, we had to do the same, homeward bound back to the Hamble and a commitment, a few days away.

It was late morning and a couple of boats had arrived with their crews still attached to their harness lines and sails hastily stowed. Kate and I had already done our stroll around the town after tidying and some bimbbling after breakfast. Seeing the boats arrive gave us the urge to get out there.

*'Sabrina'* has a new suit of plain white dacron sails to a sail plan I drew. The main has three reefs and all three were individually bent in and the staysail was also bent on with its reef rolled in. The jib was hanked on at the end of the bowsprit but rolled and lashed to stop it flapping around but ready none the less. The dinghy was lashed onto the foredeck and after a last patient wander around to see if there was anything loose or out of place, and happy that Kate was doing the same down below, we could cast off and set for sea.

The outboard, on its hinged bracket next to the rudder, motored us gaily towards the narrow channel at the mouth before open water. The sails looked very snug and sensible for the conditions that appeared in the bay outside.

The wind and waves made it difficult for the outboard to drive us forward towards the channel, though when it was in the water it did its best. Once through the channel and into the full force of the waves and wind it was time for the snug sensible rig to do its stuff!

We pulled away onto port with the sails sheeted hard and the old girl heeled and shouldered away the first wave, the revving outboard was silenced and lifted on its bracket and the sails eased an inch for more drive. There was only four or five hundred yards of runway on port, before the shallows, which does not seem far when there are 'things' to fuss over as well as coming to terms with the sea and wind.

*'Sabrina'* settled into her designed role quickly and we soon had a comfortable feel about where she was heading and where she would head on the other tack, already I had decided to shake out a reef in the main and then politely discussed this with Kate to see if she agreed.

I tacked well before it was absolutely necessary because this was the biggest seaway we had encountered and there was a small element of doubt that she might not come round with the small sails and all; so a bit of space to have a couple of goes felt entirely natural.

*'Sabrina'* swung round easily, almost excited to throw her other shoulder into the waves. Kate checked below everything was in order and very snug. On the new tack with the sails trimmed and taut, *'Sabrina'* would be well clear of the breaking water to our left, leaving the English Channel opening up before us as we rolled and ploughed our way forward.

The headsails were not sheeted in hard so the main could also be eased to generate twist and drive as we climbed and plunged through the waves. I was trying to strike a balance with the sails, of speed, heading and comfort. The motion was important because Kate had offered to 'do' coffee and the kettle was soon rocking and warming on the gimballed stove.

As we cleared the land we eased sails more and bore away towards the east to parallel the shore. The warming coffee tasted delicious whilst looking around at the bright shining light on the rolling waves as they soldiered past us. The land looked very clear and it was nice to admire the houses on the cliffs and wonder and discuss how life must be like in that world.

All this was so so different from another adventure that I have recently completed and left behind but certainly not forgotten.

I had been to places where there were few people and fewer houses. On board *'Silk Cut'* in the last Whitbread Round the World race, intensive would simply describe the whole event. I was chuckling at an analogy to describe it.

It is like being given your Dad's brand new Lotus and driving it absolutely flat out from Land's End to



John O'Groats with the windows open and the throttle stuck wide open. Even that doesn't really feel close but would be a great buzz for a while.

It is when I go back on board *'Silk Cut'* the intenseness gets broken down. These memories vary as staccato bursts of images and adventure postcards because so much happened in the year of sailing the boat; the feeling of being cold and wet, lying in a wet sleeping bag with the roar of water rushing past at over twenty knots; feeling your cold sodden hands at the end of muscle weary arms you lie as still as possible to feel your body relax (but your feet are still cold), as it is sucked into a comatose sleep your salt encrusted eyes crackle as they close and the water's roar recedes.

Another time, I can still see the blinding image of a brilliant flash of lightning and hear the loud crack of the impact of energy hitting the sea nearby. Another, late one afternoon in the southern ocean we could see something in the water ahead. We altered course to miss a dormant sperm whale by less than twenty yards. We were sailing at 10 to 16 knots at the time which may not sound special for one of these speed machines, but it was after we had broken the mast! and we had a jury rig using the remaining stump and cut-down sails (the sail makers, with help, had worked around the clock for two days to make these), modified to fit.

It was around this time when the relative intensity of the race eased that there was time to enjoy the awe and splendour of the ocean we were passing through and anticipate Cape Horn which was still 1500 miles away.

It was cooking smells from down below that brought me back from the ocean big to abeam of Salcombe. I had been steering along roughly parallel to the coastline a safe distance to the North of us. Around and about there were several other boats that seemed to be heading into the 'funnel of Salcombe'. It was the couple of boats coming from the East that emphasised the pressure of the wind and size of the sea. A reefed down gaff cutter, its tan sails sheeted in hard, dark and wet as her bow rose and plunged raising the plume and spray to be whipped across her by the wind, the sight of her making for Salcombe and shelter gave me a sympathetic grin.

*'Sabrina'* was taking good care of us, her motion is very different from the skating acceleration of *'Silk Cut'*. It was a while before I realised with joy that if I didn't fight the changes of direction *'Sabrina'* would swerve back on course soon enough, having absorbed the rolling force of the following waves. This allowed the bacon sandwich with the mug of coffee and 'choocy bikkie' dessert to taste like the glorious feast it was.

The other boat from the east was a little further offshore and passed close enough to give a hearty

wave, their big smiles framed by the hoods of shiny wet foul weather gear. Then they too were gone, leaving us to negotiate the corner ahead, Start Point, gybing round this and then head up towards Dartmouth. There was always going to be a gybe and you ponder it for ages before the act, anticipating, worrying and hoping that nothing will go wrong. The gybe happened quickly then settled and *'Sabrina'* was romping along in the different sea - it was steep and green and in a couple of troughs we lost sight of the starkly white lighthouse.

I had made the call to keep in close to keep the bouncing time to a minimum! and we were soon round and into the lee of Start Point. A very different rounding compared to going the other way only a few weeks before, when we drifted in circles in no wind, convinced the Eddystone was rushing up to ram us.

The day was slipping away and the lighthouse congratulated our safe rounding with a beam of light at the beginning of her nightly vigil. Kate steered as I took the responsibility not to spill too much paraffin as I checked the oil fired navigation lamps before trimming and setting them on the coach roof. The little lumpwood charcoal stove had kept burning all day and the reassuring warmth combined poetically with the soft glow of a wicked down oil lamp gimballing away as we reached along. I hadn't realised how chilly the evening was till that moment as I absorbed the cosy bonhomie of my boat.

Back on deck, Kate and I enjoyed a cold glass of red wine and the company of each other as the leading lights hove into view but seemed to refuse to get closer, though all of a sudden we were there and the sides of the entrance seemed to rub along the topsides as we bobble in towards Dartmouth. The wind was just a whisper as the town's lights lit the drooping sails and we made our way discreetly towards the ferry pontoon.

Not in any particular hurry and looking around we saw a Dutch cruising boat we had seen over the last week or so and aimed for her. They were already tied up alongside and settled. The little outboard burst into noisy life and serenaded a rapid, practised, neat stow of the sails. We nudged gently and snuggled ourselves alongside the Dutch boat, a cheery sounding voice came up on deck and checked our lines. Sharing the work Kate and I soon had *'Sabrina'* shipshape, nav lights were blown out and the little stove banked up with charcoal to keep the saloon snug and warm.

Together and close we toddled off to find a Pub to enjoy the day and a beer. Already looking forward to coming back on board our friendly safe little yacht to enjoy the takeaway fish and chips.

The following day we would take a trip up the River Dart to Totnes, ten miles or so upstream. Another adventure...

## Profiles

We begin, in this issue, a series profiling past and present chairmen of the association. The conception of the association, although previously considered by Peter Mather, Boyd Campbell, Denis Murrin, Dan Bowen and Joan J-B, really happened aboard 'Cora A' one evening when Peter Rosser, Trevor Cheesman and Ron Goodhand's conversation drifted towards discussing a society, club or association for owners of boats designed by T. Harrison Butler. The November 1973 issue of *Yachting Monthly* carried independent letters from Ron and Peter Rosser. Many replies were received from all parts of the world and from that day a future HB association seemed certain. Peter Rosser was voted inaugural chairman from 1973 - 1982. Bill Forster 1982 - 1985. Boyd Campbell 1985 - 1988. Ron Goodhand 1988 - 1990. Denis Murrin 1990 - 1994. Patrick Gibson 1994 - 1999 and, presently, Keith Band 1999.

### Ron Goodhand



I was born in July 1920, in Smethwick in the 'Black Country', some seven or eight miles to the west of Birmingham (comparatively close to the Eye Hospital at West Bromwich!). At the Smethwick Technical School I gained my Ordinary Certificate in Mechanical/Production Engineering, and served an apprenticeship in heavy engineering. Early into WWII I became involved in the design and development of various aircraft, particularly the 'Spitfire' fighter. When not engaged in this work I was leader of a Civil Defence Rescue Squad and saw much action during air raids on the Midlands.

1945 saw me married to my dear lady Mary (no, not of Woodbridge) and living in Hamble and still engaged in aircraft development. It was here that I had my first experience of sailing. This was in a magnificent 40' Colin Archer 'Redningskoite', built in Norway, and named 'Escape'. The skipper/owner was Ted 'Johnny' Spencer-Johnson. Under his expert tuition I became quite useful aboard and we cruised to Holland (one of the first British yachts to visit this country since the end of WWII, and a nail-biting experience sailing through the 'swept' channel - very narrow - through the North Sea minefields to Vlissingen and the Nederland waterways). We also cruised to France, Brittany and the West Country.

My first boat was a Shetland Fourteen that was built for me by Sandisons of Baltasound, Unst, Shetland. She was a 20' open boat and sailed like a dream. When I sold her I bought 'Cruinneag', a HB Cyclone II. It was during my ownership of 'Cruinneag' that I instigated the formation of the HBA and was its first Honorary Secretary/Editor.

In 1975 I suffered a stroke - a cerebral embolism - which was quite catastrophic for a month or two. I survived and later bought my lovely 'Lindy II'. Whilst recovering, and as a rehabilitation exercise, I worked in a sail-loft for two years, splicing and general hand-sewing required during sail-making. I worked on the sails used on the 'Dulcibella' replica

for the film 'Riddle of the Sands' and also the heavy canvas suit for Tilman's yacht, which was lost with all-hands in the Antarctic.

I should go back in time now. In 1954 Mary and I, with the two children (we brought three back!), went to Australia. I was sent out by my company, Hawker Siddeley, to work on the testing and development of a guided missile, the 'Seaslug'. After a year or so I felt I should be engaged with more peaceful products and took the post of Chief Engineer with an Australian company manufacturing agricultural implements and structural steelwork. Whilst there I headed a team working on the design, development and production of heavy-duty, ventilated freight wagons for the Australian Government rail-line across the Nullabor Desert from South to West Australia. I was also responsible for the design construction and installation of buildings, refrigerated-water systems and general construction works at Maralinga for the atom-bomb test. (Work on peaceful products, did I say!?).

We came home from Oz in 1960 and I was then enjoying myself by joining in the development of helicopters for Saunders-Roe, later Westland Aircraft. When this company moved completely to Yeovil I decided to stay in Southampton, in our home in University Road. I then commenced my 'scholastic career' as a Senior Lecturer in Engineering, until the above-mentioned stroke in 1975 forced my retirement. So here I am, not exactly as Shakespeare put it ... 'sans everything', but certainly, and unfortunately, sans boat.

Regarding qualifications, I am a Chartered Engineer, a member of the Institute of Mechanical Engineers (M.I.Mech.E.), ditto of the Production Engineers (M.I.Prod.E.), Member of the Royal Institute of Navigation (M.R.Inst.Nav.). Before the days of the RYA I studied with merchant seamen and took my 2nd Mates (Ocean Going) ticket. This I passed but could not get my ticket because I am colour blind!

# A Career in Aviation

By DENIS MURRIN

## The Early Years

In April 1942 I joined Handley Page Ltd at Cricklewood as a Technical Apprentice. The scheme involved spending three and a half years in the company's workshops and one and a half years in the design and technical offices, working five and a half days per week. During term time two days per week for five years were spent studying for a Higher National Certificate at the Northampton Polytechnic, Islington. In addition to this for three years there was a metallurgy course on Saturday afternoons. The two days per week studies produced a considerable amount of work which had to be completed in the evenings. Consequently there wasn't much spare time!

Workshop experience included time on the Halifax assembly line, sheet metal shop, machine shop, tool room and final assembly shop at Radlett. Technical office experience included the Test House and the Wind Tunnel and design offices at Radlett and Park Street respectively.

Towards the end of my apprenticeship I managed, much against the will of the Chief Designer, to get a transfer to the Flight Test Department. This consisted of two pilots and (with me) five engineers. We were involved in development flying of the Halton (a civil version of the Halifax bomber), the Hastings military transport and the Hermes civil airliner.

## A.R.B. and C.A.A.

In July 1948 I joined the Air Registration Board (A.R.B.). As HP was a member of the A.R.B. Council I had to leave HP before applying to A.R.B., as the old man was sensitive about his staff being poached. I wasn't concerned about it not working out as I was intending to go to Australia as a £10 immigrant and in the meantime could have worked with two ex-HP friends who were building shooting brake bodies on to ex-army vehicles. However, it did work out and I received a 43% increase over HP's rather stingy salary.

I joined the Aircraft Performance Section at A.R.B. and initially was involved in establishing and scheduling performance data for ex-war-time aircraft pressed into civil use. This information was needed to establish compliance with the newly created Operating Regulations.

At the same time the British industry was busy producing its first crop of civil aircraft. The A.R.B. decided that performance under hot and high conditions should be verified by testing under such conditions, and these tests should be witnessed

by A.R.B.. Some of the types tested which I witnessed, and the locations, were:



Percival Prince  
De Havilland Dove  
Miles Marathon  
Armstrong Whitworth Argosy  
Handley Page Hermes  
Avro 748  
Vickers Viscount 800  
Vickers Vanguard  
Bristol Britannia 300  
De Havilland 125  
BAC 1-11  
BAC VC 10  
De Havilland Trident  
Accra  
Lagos  
Khartoum and Nairobi  
" " "  
Singapore  
Nicosia and Kano  
Khartoum and Salisbury  
Khartoum and Johannesburg  
Madrid and Havana  
Khartoum and Nairobi  
Khartoum and Salisbury  
Khartoum and Johannesburg  
Madrid and Nairobi



By 1966 we had come to the end of all significant British civil aircraft developments and more new types were being offered from the U.S. There were differences between the British certification requirements and those of the U.S. to which most aircraft world-wide were approved. On a particular design these differences had to be reviewed and the more important ones addressed. I got the job of running design evaluations on aircraft to be imported from the U.S. and Canada. This meant leading teams of 6 to 14 people, depending on the size and complexity of the aircraft, and ranged from the 6750lb Beech Duke to the 820,000lb Boeing 747-236. Later on I got Brazil and then responsibility for all foreign aircraft evaluations.

In the 19 years I was in the job I ran evaluations on 58 prototype and derivative designs. In addition my two colleagues, who joined me later, conducted evaluations on a further 25 prototype and derivative designs.

The A.R.B. was set up in 1937 as a technical advisor to the Ministry of Aviation on airworthiness and certification matters. This continued until 1972 when the Civil Aviation Authority was formed and the A.R.B. was forced to join. As an act of defiance the old A.R.B. Council, composed of members representing all sections of the civil aviation industry, was renamed the Airworthiness Requirements Board, thus retaining the letters A.R.B..

I thoroughly enjoyed the work, and the extensive travel which this required. Unfortunately, my long-suffering wife June was only able to join me on a few occasions and this meant she was left on her own for three to four months per year. I retired in September 1985 after 37 years and 2 months with A.R.B. and C.A.A.

#### **Post Retirement Consultancy**

I'm sufficient of an aviation freak that I didn't want to stop work when I retired, so I formed Globecair Ltd, and aviation consultancy company. I wasn't very hopeful I would find work but, to my surprise and delight, I was kept very busy for 10 - 11 years, after which it began to tail off. I still managed to travel, but on a considerably reduced scale as described below.

My first two overseas jobs were in China. The first was to conduct Safety Audits on a Japanese and a Chinese operator flying to offshore oil rigs. The second was to carry out a feasibility study for U.K. certification of an indigenous Chinese design, the Y12.

Two visits were made to Brazil to review the E.M.B.123 project for Embraer.

A visit was paid to Dee Howard in San Antonio to review their B.A.C. 1-11 Tay 650 modification programme.

Three visits were made to Russia to study:  
The System of Airworthiness Control in the U.S.S.R.  
Western Certification of the Tupolov T.U.-204.  
Strategy for T.U.-204 Western Certification and T.U.-204 Design Issues.

Visits were made to Dornier in Germany to assist in U.K. certification of the D.O.228, and to C.A.S.A. in Spain for the C.A.S.A.212.

In addition to this overseas work numerous other projects were completed for U.K. clients.

#### **Yachting**

I don't want readers to think I am only interested in aviation - nothing could be further from the truth.

I started sailing in 1952 on a friend's yacht on the East Coast. On 3 December 1957 I bought a half share in my present boat '*Minion*', an HB Cyclone II design. I married June on 7 December 1960, and she married the boat!

All went well for several years until my partner married one of my old girl friends. After that things deteriorated and he wanted out. He suggested his brother should buy him out. I should have known better - he was always telling me how diabolical his brother was but I had always found him very pleasant. I soon found out that he had completely understated the case! After about three years we agreed to part and I bought him out in May 1971.

Shortly afterwards I moved to a pile mooring further down the river and subsequently found myself alongside another Cyclone II, '*Cruiseag*', owned by Ron and Mary Goodhand. Also on the same stretch of river was another Cyclone II, '*Dindy*', owned by Trevor Cheeseman, and a Z4, '*Lueen*', owned by Peter Rosser. There was some talk amongst the four of us about forming an association, and on 20 November 1973 Ron Goodhand wrote a letter proposing the Association be formed. Joan was subsequently asked if she would be President, and that's how it all started. Later on I was Chairman from 1990 to 1994.

Over the years we have cruised '*Minion*' twice to Holland, numerous times to the Cherbourg peninsular, the Channel Islands, and to the north and west coasts of Brittany. Our two sons were brought up on the boat, starting at three and nine months, and now have boats of their own.

Although '*Minion*' has more weather helm than I would like, it is manageable. We have lived with it for 42½ years and I think we can go on living with it.

3 June 2000

# "H.B."

## An Appreciation

By K. ADLARD COLES

It will come as a great shock to readers to learn of the death of Mr. T. Harrison Butler, which followed only a week or two after a presentation had been made to him on his retirement from his term of office as President of The Little Ship Club.

I first met Harrison Butler in 1922 when, as an undergraduate, I used to spend the summer vacations on the Hamble River. Although a great many cruising men frequented Bursledon in those days and had moorings in the river, the number of yachts on the Hamble was not so large as in the years immediately before the war, so that everyone knew everybody else. Members of the Royal Cruising Club were prominent in the yachting fraternity centred on the Swanwick Shore, and included Claud Worth, Donald Cree and Harrison Butler, besides many other well-known cruising men.

Harrison Butler used to come down with his whole family, and it was always a source of much surprise to me to find how many lived for such long periods in so small a ship. I think it was the fact that he made a *home* of his boat for himself and his family which influenced the design of the small yachts for which he was so famous. His designs are nearly all family boats: good, sensible little ships in which a man can go down to the sea in comfort with his wife and children and enjoy the life afloat as well as the pleasures of sailing. The plans are thought out so that no space is wasted; there is good headroom to stand under and good height above the settees so that the crew can sit down to a meal in comfort; there is room for hanging and drying clothes, plenty of lockers and always a well thought out galley. It is safe to say that few designers have shown greater ingenuity in getting the maximum amount of comfort into the minimum size of hull. Some yachtsmen, of course, did not like his designs, as they desired faster cruisers or R.O.R.C. types, but to the majority who wanted wholesome seaboats with good and practical accommodation, the Harrison Butler designs were ideal. He must have designed more of the "tabloid" type and other really small cruising yachts than any other British designer, and possibly more than any other man in the world. His reputation went far beyond the Hamble River or the British Isles, and little ships of his designing have sailed the seven seas. I remember well the first night I was at the club at Abo, Finland, when I saw a yacht that in some way seemed familiar, lying to her moorings. On enquiring about her I got the answer: "She's a British design by your Mr. Harrison Butler. She belongs to a doctor here, and he has sailed her all over the Baltic. She's a very strong seaboat."

"H.B.," as he was affectionately known by many sailing men, will be particularly remembered as a stout advocate of Admiral Turner's metacentric theory. No subject has been more fiercely debated in yachting circles than this theory, which had many opponents, some of whom attacked it on scientific grounds and others for different reasons, but it may be said that "H.B.," although an ardent advocate of the theory, was never fanatical about it. He believed it to be correct, and when he found that it worked in practice, he supported it. If he had found it to be faulty in any way he would have rejected it, for he was always the first to admit a mistake. This is shown by his attitude towards his own designs; he was his own severest critic and was constantly improving on them.

His research work and the publicity he gave to it has had a profound influence on the design of small yachts. Many newcomers to sailing accept a well-balanced yacht as a commonplace, but before "H.B." directed attention to the matter, small cruising vessels were often hard-mouthed brutes to sail.

"H.B." was one of the "givers" of this world. He was always ready to help and was especially kind to young recruits to the game of cruising. Nearly always in the evenings when he was at moorings, there would be a gathering of young people in the cabin of his diminutive yacht, enjoying his hospitality. He was consulted on every imaginable subject connected with small boats and had a great circle of correspondents whom he never failed to answer, replying to each personally on his own typewriter.

His designs were given away, for he would never accept any fee, although he did not refuse donations for any of the charities in which he was interested. At the time of his death he had just received a cheque for £8 for one of his designs which went towards a new electric blower for the organ in the village church. He also refused to accept remuneration for his articles which were so widely read in *The Yachtsman*. It is with much satisfaction that I am able to place on record another kindly action so typical of the man. In the early part of the war this magazine was very short of articles for publication, a difficulty which was enhanced when everything was lost owing to enemy action in November, 1940. It was then that "H.B." hurried to the rescue, writing quickly a series of articles on simple yacht design, which not only bridged the gulf, but proved to be very popular and brought in many new subscribers to the magazine. Later he

suggested the designing competitions which have been a feature of *The Yachtsman*, and he acted as judge in a number of them, giving unsparingly of his time.

He was a great man: big physically and intellectually. Many readers may not know that his work on his hobby of sailing was done after a full day as a busy eye specialist; his was an exacting profession, and it is remarkable that any man could manage a large practice and at the end of the day settle down not only to design yachts but to answer a bulky correspondence and write articles for all the yachting journals. His degrees were M.A., D.M., F.R.C.S., England. At Oxford he took a First Class Honours degree, and later held a Radcliffe Travelling Fellowship which led to post-graduate work in Berlin, Dresden, Kiel and Vienna. He was ex-president of the Ophthalmological Society of the United Kingdom. At the outbreak of war he returned to the Birmingham Eye Hospital as honorary Ophthalmic Surgeon and was doing full time work there until his final illness. In addition to all this, when he was over seventy years of age, he started to renew his acquaintance with Greek; that is the reason

why so many Greek words were introduced for the names of his more recent designs. It is no exaggeration to say that whatever "H.B." did he did well; his draughtsmanship was superb, and showed a loving care bestowed on every detail.

During the last year he had been engaged in writing a book on design, based on his articles in *The Yachtsman*, *Yachting Monthly* and *Yachting World*. The publication of the book has been delayed by war-time difficulties, and it is tragic that the proofs should have arrived just too late for him to see them, though happily the whole of the material is available. The book will, in its way, be a classic, and there is some satisfaction in knowing that "H.B.'s" work will live after him in this permanent form.

With the death of Harrison Butler cruising has lost a great designer of little ships, and yachting a generous friend. His name will long be remembered with those of Dixon Kemp, Albert Strange, Claud Worth and others who contributed in their time so much to the good of amateur cruising.

Extract from - *The Yachtsman* (Spring 1945)

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## A Danger in War-Time Yachting

(It could happen in peace-time too)

By T. HARRISON BUTLER

SIR, - I have read with great interest the article by Francis B. Cooke on "Yachting in War-Time" that appeared in your issue for March 1940. In it there occurs the following passage: "... the atmosphere in a small cabin, that is practically hermetically sealed, will become intolerable after an hour or two, particularly when a lamp is burning." He is talking of a cabin that has been effectively darkened, or as we now say "blacked-out." I do not know whether Mr. Cooke has any practical experience of what actually happens under such conditions. After a comparatively short time the lamp goes out, and then the crew perish peacefully! During the last war I used 'Sandoak' as a house-boat. I went down to the Hamble for a few days with my two sons and daughter. I think that it was at Easter and that it was very cold. We had carefully covered up the ports and were sitting in the small cabin with a lamp burning playing nap. Suddenly the lamp went out. We thought that it was short of oil, so we trimmed and lighted it again. Again it went out. This happened yet again, and then fortunately we realised that the lamp failed for want of oxygen, and that we ourselves would also fail from the same cause. Death from want of oxygen, *anoxaemia*, is peaceful and painless. We were all suffering no discomfort, and had no idea that we were all dying from oxygen hunger. There is no panting, no sense of suffocation, and no warning. This is a very real danger, and I think that deaths have occurred in the cabins of small yachts from this cause. I know of one case in which two of the crew became insensible, but the third had just enough energy to open up the cabin, and the others recovered as soon as they obtained fresh air. It is indeed fortunate that a lamp will go out a considerable time before the lack of oxygen becomes dangerous. On one other occasion on 'Sandoak' the lamp went out from this cause, but I at once realised the position and opened up. There is a very great danger in a yacht's cabin from carbon monoxide poisoning. An iron stove when red-hot becomes porous and carbon monoxide can escape, and a catastrophe can occur. It is never wise to sleep with any kind of stove in a yacht's cabin unless the door is open and there is good ventilation.

Hampton-in-Arden

11th March 1940

Courtesy - *The Yachtsman* (April-May 1940)





# LOOSE ENDS

## ASSOCIATION BURGEES

HOUSE FLAGS £8.00 ASSOCIATION TIES £6.00  
Available from the Hon. Treasurer

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## 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 pipecoats  
Bermudian Sloop rig. Reconditioned 8 h.p. Stuart-Turner auxiliary  
Lying: Hampshire

Apply owner 01273 401076 or agent 01905 356482

### 'CHIKUITA' 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 agents 01905 356482, 01548 531217

### '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  
Rebuilt 9 h.p. Yanmar diesel. Fractional Bermudian rig. Summer 2000 refit  
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

### 'WATERMAIDEN' Rose of Arden

30' x 23' x 8' 6" x 4' 6"

Mashford Bros. 1939

Mahogany on oak, teak brightwork. Bermudian Sloop rig. See Classic Boat feature November 1999  
Lying: Cornwall

Apply owner 01434 632613 (after 8 p.m.)

### 'MISCHIEF III' Yonne Design 1934

Laid up in a garden in Devon for the last 20 years, 'Mischief III' now requires an enthusiast to rescue her  
from her otherwise inevitable fate.

Apply owner 01363 83120

## CALENDAR EVENTS

29 July - 5 August

2 - 4 August

4 - 7 August

24 - 27 August

26 August - 2 September

15 - 24 September

23 September

COWES WEEK

FOWEY CLASSICS

FALMOUTH CLASSICS

DARTMOUTH REGATTA

BURNHAM WEEK

SOUTHAMPTON BOAT SHOW

HBA LAYING-UP SUPPER, WOODBRIDGE

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