THE HARRISON BUTLER ASSOCIATION

NEWSLETTER No: 58 **WINTER 2003 / 2004**

www.HarrisonButlerAssociation.org

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February 2003 to February 2004

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THE HARRISON BUTLER ASSOCIATION NEWSLETTER

No. 58 **JANUARY** **2004**

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***'Caracole'* – Bogle Design (extended Coach Roof)**
Built in 1934 by Harry Feltham of Portsmouth

President's Letter

Theale
December 2003

Dear Members

A blank sheet of paper and a semi-blank mind: not a propitious start for my letter. Am I the only member not to have received the Summer Newsletter? First I borrowed Colin's copy and then rang Peter Crook who wasn't there but Elspeth was and she sent me a copy. After such a long time gestating much of what I said was irrelevant but we hope to do better this time. I am already holding things up so must hurry.

Before all else I want to pay tribute to Paul Cowman who has had a long stint as Editor though not quite as long as Peter Mather. During that time he has produced newsletters of a very high quality and has taken infinite care in so doing. Many members have made very favourable comments on the letters but we do need the active cooperation of members i.e., putting pen to paper and sending the results to the editor if we are to keep up the standard.

Bill Edwards has stepped into the breach or rather, has seated himself gingerly on the editorial chair as 'Acting Editor' and I have no doubt that his position as Honorary Editor will be confirmed at the A.G.M. on the 28th February 2004 and he will be able to settle, comfortably I hope, in rather than on the chair and remain there for many years. I hope you will give him support and ease his task by sending contributions. As I so frequently say, our newsletters are the connecting link between members.

Paul, many, many thanks from us all and in the same breath, our grateful thanks to Caroline, Paul's secretary who has put together the 'copy' on her computer ready for the printers. She has had to cope with my handwriting and, not being a sailor herself, some inspired guesses have on occasion been a trifle un-seaworthy. She has been a key member of the team.

We are very lucky not to have a hiatus so that continuity will be preserved. Each editor puts his / her own personality into the production and it will be interesting to see the results of Bill's influence. We are meeting here shortly to sort everything out and to discuss ideas for the HBA Website.

I had a nasty shock recently when I called at the Red Lion to confirm the price of the A.G.M. lunch and learned that Sue Matthews is giving up the pub at the end of January which could mean searching around for another venue. However, I was able to make contact with Sue on her return from Milan and she asked the new landlord to telephone me. Karen Crabtree sounded charming and was very friendly and cooperative so all is well and we shall have our lunch. I am not sure yet of the cost because she hadn't considered puddings but it will probably be a little more than this year's £8. We shall be her first function just as we were with Sue – a good omen?

The Laying up supper was as always a fun evening but Clive and I had worked for it rather like the wedding in the Bible for which guests were gathered in from the highways and byways. By dint of at least three hours telephoning on my part and I don't know how many by Clive, we mustered 22 souls. No, 22 ½ for Jack Nutter came in his carrier with Craig and Kate. *Sabrina* was our sole floating representative. I hope that in two years time we shall muster a fleet. The Solent is fairly well stocked with HB boats so heave up your anchors, drop your moorings or merely cast off and come. 2004 is our Woodbridge turn so cast your thoughts in an easterly direction.

It was a great pleasure to have Frank Hart with us again, from Australia. He was on one of his infrequent visits to his mother. Those of us lucky enough to be staying with Clive and Ann saw even more of him with plenty of time to talk.

My luck didn't end there for kind Peter Ward gave me a lovely half-model of *Prima* which differs from one which Kaila made in being half the size and having all the superstructure. She is painted black (a very complimentary though impractical colour because of blistering in the heat) with a gold cove line and a blue boot top. This brings to mind another of my hobby horses: so many people nowadays paint the upper edge of the boat top or anti fouling parallel with the waterline instead of following more nearly the sheer line which aesthetically is much more pleasing. It's by way of being a modern trend perhaps the result of so many straight lines in modern designs?

Prima herself was fully planked when I saw her on the 29th October and Mike was working on the boom. I think the mast was next on the agenda and she was expected to be moved to a new site for completion as the College (or now, the Boat Building Academy) premises would be required for other students' projects. She is very easy on the eye and I hope someone will find her desirable as well. She needs an owner but is not expected to be completed until the summer. An owner could take her incomplete and so the internal fittings to suit personal choice.

No one had received the newsletter so once again I had to ring round the S.W. members to tell them about the Bring & Share Lunch in October. Finally there were nineteen of us present and the weather was such that many of us lunched outside on the terrace in warm sunshine. As always the buzz of conversation nose to a crescendo, so much so that I banged for silence so that it could start again on a lower decibelage: not very long lasting! It denoted happiness and people seemed well pleased with their day. Desirée Campbell spent that night at the Crag and Patrick and Lesley Gibson plus 2 Labradors and Judy and Alan Giles (Lesley's brother) spent the weekend with me. Lovely, Alan and Judy stayed until 29th and drove me home via Lyme Regis. That meant that they were involved with the laying up of the Crag for the winter and were a tremendous help to me

Returning to the last newsletter, in the 'Channel Cruise' article my father mentions Pole Star and Miss Maud Weeding and several years later, I think probably at the RCC Beaulieu River Meet I remember that she fashioned a swing for my sister Cynthia and me from the boson's chair slung from the boom. I told the story some years ago about Miss Weeding's having to buy a less lean boat to accommodate her rather portly paid hand who could no longer negotiate Pole Star's forehatch.

I have been asked who was Bob Stay, I do not know but he was probably the then (1950) owner of *Cora. A* (Orac) who might be found in the relevant Lloyds Register.

I have had long and interesting telephone conversation with members including Iona Macneill, Frank Turner who told me of the transfer of ownership of *Zoraida* to someone who is based in Portsmouth so not only will she be renovated but she will be Solent based and I hope will come to our laying-up suppers. I have also had a very long talk with Peter Harrison who has bought *Chiquita*, the Z 4 tonner which was aground and didn't float free until after she had been flooded. She will be transferred to Church Stretton for rejuvenation. I wonder how many HB boats are now to be found far from the sea? I know of *Dorado of Keyhaven; Free Spirit; Mischief III* and there are probably others. Strangely these boats are all in Salop or Herefordshire – at least I think they are.

If *Zest* is still unsold when this letter goes to print she may well be the best HB bargain going because Simon Wagner is more anxious to find a caring owner than to receive a high price although I'm sure both would be welcome. Simon's business and family commitments make it impossible to give *Zest* the TLC necessary for her well-being neither can he get away for sailing and he does not wish her to deteriorate. She is a Z 4 tonner with raised topsides and a newish diesel engine.

By the time you read this, Pay Day, 1st January will have come and gone I hope not unnoticed and acted upon. Should it have slipped your memory and if you still pay (or don't) by the age old method of a cheque, get out your pen and write your cheque now and send it to Peter before you forget again. Do it now, before you read any further or you will be diverted by the delights within our pages. Let this Leap Year be a noted one with no bilge rats on the register. Remember, you get an extra day of membership for your £10.

I am planning the next Bring & Share Lunch at The Crag for Saturday, 24th April 2004. Please will you ring me to tell me if you can (or can't) come – preferably about a week in advance. My apologies to Mark and Priscilla who will be at the Beaulieu River Boat Jumble Sale but Easter is awkwardly placed and the 3rd May Bank Holiday doesn't help. I am likely to be at the Crag from early April, telephone number 01326 270899. It would be lovely not to have to ring everyone myself.

I think that's all but you know me: there may be yet be a postscript later. Have a happy Leap Year,

Best wishes to you all from your aged President.

Joan.

Prima

P.S.

2004, and we have passed our thirtieth birthday. I wonder how many of you realised that? I have been sent the draft of the Newsletter and have a few comments to make.

I also noticed the strange arrangement of *Kasteg's* mainsheet. It is my understanding that Zyclons will, when sheets are properly adjusted sail themselves for hours on end without a hand on the helm. If you are holding the mainsheet, dinghy fashion, which must be very tiring after a while, how do you tend the headsail sheets when tacking?

My father's article on yacht design gives scope for discussion. His ideas changed as the years went by and in 1929, the year when *Ardglass* the first Cyclone II was built, the bermudian rig was becoming popular but there were still many gaff rigged boats.

In *Vindilis*, we overcame any tendency for slides to jamb by fitting a small shackle to each side and thereafter had no trouble. I remember the early Marconi, as they were called, masts had a very pronounced rake aft. Whereas the *Yoldia* is a Davinka*, Vindilis'* design was an updated version and became Davinka / Vindilis and according to THB is more or less Yonne with a counter.

Pipe cots were relegated to the forecastle and the cabin seats became berths at night the bedding being stowed behind the seat backs. In *Vindilis* these lockers were lined with battens to which were lashed such seldom used items as the trysail, storm jib, spare warps, etc..

Vindilis, along with other designs after about 1932 sported a Baby Blake in the forecastle as opposed to the despised bucket. I'm not sure why he expressed himself so vehemently for buckets continued to be part of the forecastle equipment in the smaller sized designs where weight has to be considered seriously. He made very detailed accommodation plans and if he drew something e.g. navigation lamps – no electricity – in a certain place you could guarantee that they would fit the space. Some objects puzzled people and I have been sent tracings with 'what is this?' before now. One was the lead-line, another, was I think, a hair brush. He was very good at *multum in parvo.*

His article is like a breath from the past but an era I well remember. He didn't remain there for his mind was not static but receptive of new ideas although they were sifted and evaluated before being accepted. Throughout his life he was interested in improvements in design, in new products and would certainly have been interested in modern materials but he would have deplored the lack of harmonious curves in present day hulls. His principles still hold good especially heights of seats, sitting headroom etc. People's basic heights don't change.

I enjoyed (the late) Charles Rayner's account of *Caracole* and Bill's searches for *Caracole's* history have resulted in interesting information. I'm delighted to learn the meaning of her name.

This P.S. has become a screed and I must stop but not before thanking all you kind people who sent me Christmas cards and to ask you to remind me if you are waiting for plans or information of any sort. As one of my sisters said, 'I may not have a good memory but I have a very good forgetory'. Happy 2004 to you all and keep away from viruses. Joan

Vindilis – under power

Yoldia

Editorial

This is my first Harrison Butler Association Newsletter, in fact, it is my first newsletter ever! Well done Joan – I wish I had your powers of persuasion and it would appear, persuasion is what I need as much as Editorial skills! During my handover from Paul his last words were "it is just as well that HB was such a prolific writer". The point is: although we share his interests in cruising in a particular type of boat not so many of us share his penchant for writing about it. Or so it would seem - so let me get the difficult bit over with first – the Association needs your contributions.

Obviously we cannot compete with the glossy sailing magazine and in any case we do not need to; our Association is an exclusive club and it is our means of keeping in touch with one another. So I would like to carry on the good work that has already been started by continuing to raise the standard of the publication. To that end I will do my best to improve the production process but of course it is the content that is still the most important thing so I would appreciate not only feedback but also your contributions (in any form and by any means). The sorts of things that would be very welcome and I think, most relevant, are:

- Pictures of HB Yachts and the people who sail them
- How people are looking after their HB yachts - specific problems and the solutions.
- Sailing logs
- Letters and comments

I am also currently experimenting with a Harrison Butler Association Website and although it is going to be a challenge to get the right balance I am sure all would agree that there is a place for it. I can also receive letters, comments, suggestions, articles and photographs by email at the touch of a button from anywhere on the planet including the oceans.

I would like to start by sharing recent efforts on my part to research the history of *Caracole*. I started by requesting a full history of the vessel's entries in the Lloyd's Register. I did not, however, pay sufficient attention to all the information that was so readily available on the internet to appreciate exactly what the Lloyd's Yacht Register contained. I have included an extract from their 'Information Sheet No. 10' on page 26. Anyway, after spending nearly £60 I then had to order an 'Historical Transcript' from the Maritime & Coastal Agency (MCA) to complete the list of previous owners. The MCA not only sent me copies of all the modern Part 1 Certificates but photocopies of the original hand written British Register. The latter giving me an enormous amount of detail about *Caracole* and all her owners right back to 1934 and all for just £25. I have to say that Lloyd's Register was very helpful and for clarification it is, and I quote, 'an independent risk management and classification organization founded in 1760 with their aim being the preservation of safety of life and property at sea and on land'. It is non-profit distributing, which means that any extra money made is passed back into education and research. In contrast the Registry of Shipping and Seamen, now under the umbrella of the MCA, is a government department, which is responsible for the registration of vessels and seamen as per the requirements of legislation. I have also included an email from Lloyds Register in the Correspondence section that gives more helpful information.

Once I had the list of previous owners I was able to search for addresses and I was particularly curious about one owner, Charles Rayner, who had died on board in 1975 whilst sailing single-handed in the Mediterranean. *Caracole* drifted for a few days and finally went ashore in Turkey and was taken by some local fishermen. As one would expect in such a climate Mr Rayner was promptly buried in a shallow grave near to the shore and *Caracole* was stripped. She was eventually claimed back and returned to England and shortly after Ron Matthews acquired her and did a considerable amount of restoration including laying beautiful teak decks and extending the

coach roof forward of the mast. How *Caracole* was 'rescued' intrigued me and from the little I now know it has the makings of a very interesting story. Anyway, having now got the full list of owners another name appeared on the Register between Charles Rayner and Ron Matthews which turned out to be Charles Rayner's daughter. Eventually I tracked her down and a visit was organized. In some papers that Ron Matthews had very kindly sent me I had an article about a short voyage in the Mediterranean which I guessed must have been written by Charles Rayner and when I showed this to his daughter she confirmed that it was and said she thought it had been published in Yachting Monthly. It is such a lovely story that I have copied the version I have later in this Newsletter (page 15). It also explains the meaning of *Caracole* and the mention of a 'snail' figurehead had already got me thinking about how it might have looked and been fitted to the bowsprit? When I arrived at Charles Rayner's daughter's house my curiosity was answered immediately – as I reached to ring the doorbell there it was, fixed to her front door!

Finally I ought to apologise in advance for any more faux pas because I keep putting my foot in it and getting 'things HB' slightly wrong. I am a very recent convert and owner of a HB designed yacht. So, having copy typed and proof read several times the attached article 'The General Principles of Yacht Design' (page 17) I was just beginning to understand it and very innocently said to Joan that it was (for something written in 1929 must have been going through my mind) 'quite' interesting! I was very quickly corrected and quite right too! Anyway, I hope you enjoy not just how well it explains the performance of our HB designed yachts, (which I for one take for granted) but also the style it is written in.

Please send me your photos, logs, ideas and comments. I am incredibly easy to get hold of, me or my voice mail on 01934 428164 during office hours, 01278 653561 in the evenings and weekends if I am not sailing in which case 07989 330490 may get me and of course email at wte@globalnet.co.uk for the cost of a local call 'from any where on the planet' – no excuses now!

Finally, now that I have completed my first Newsletter, I can honestly say that I have enjoyed it. That is not to say I did not go through all the usual phases from being calm to panic, then frustration and now feeling rather pleased with myself and wondering what was all the fuss was about! I do hope you enjoy this edition and indeed all future ones. I am indebted to my wife Trisha for her support and for Joan's tireless and knowledgeable contributions.

Bill Edwards
The Croft, Nursery Close
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January 2004

Correspondence

Dear Paul,

I am very taken with the photograph of *Kasteg* on the cover of the Autumn issue with her excellent suit of sails and looking much as she would have done when new.

Whilst one cannot deny the safety value of modern appendages such as pulpit and stanchions their absence draws attention to the inherent beauty of these little boats.

The mainsheet appears to be rigged "dinghy fashion" which is a bit puzzling. If the blocks were reversed it would then be possible to make fast the tail of the sheet to a cleat on deck as intended. However, with present arrangement it should be possible to "steer" the boat more or less indefinitely without a hand on the tiller, although not very suitable for passage-making.

It took me a little while to work out the item attached to the weather shrouds is in fact the "Z" number – 23! The new owners are clearly enthusiasts and I wish them well.

I am not sure whether I am correct in continuing to address a "Letter to the Editor" to yourself but would like to take this opportunity of thanking you for an excellent job as Editor.

Regards,

Peter Mather

Dear Paul,

A thousand apologies for mixing up *Myfida* as a Harrison Butler design in our June [2002] issue. We sometimes work under a lot of pressure and things may not be double-checked when they should. It was unfortunate and I slapped my own wrist over it.

However your correspondent in your latest newsletter mentions young editors not appreciating being corrected and I have to disagree. I'm not that young (at 40) and you may notice from our August [2002] issue we gave a bottle of whisky to someone for correcting us on the point of *Myfida*.

Thank you for your newsletter by the way. Enjoyed it.

Yours sincerely

Dan Houston
Editor Classic Boat

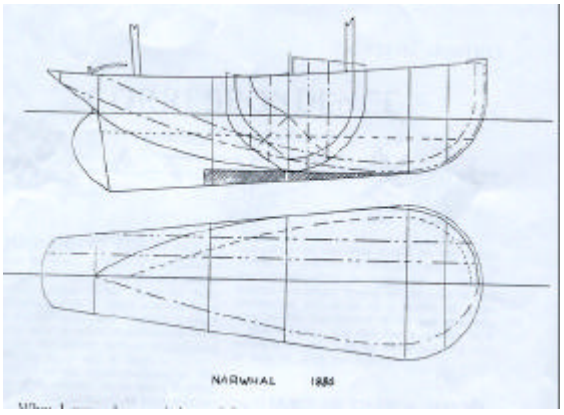
email: Dear Mr Edwards,

Registration and Lloyd's Register are often confused. Registration is a legal requirement for all sea-going vessels and in the UK is the responsibility of the Registry of Shipping and Seamen. Those vessels registered by the RGSS are said to be British registered or under the British flag and (until it ceased publication in 1984) appeared in the Mercantile Navy List. There are ship registration authorities in most countries and you do not have to register your ship in the UK just because you live here, you could choose for example Malta or Panama.

Lloyd's Register on the other hand, is a classification society. We employ surveyors to inspect vessels that are classed by us while they are building, at periodic intervals, when they are repaired, etc, to ensure that they attain or are maintaining the standards we set for them to remain in class. For merchant ships classification is a requirement of marine insurance companies to insure vessels and also of charterers or purchasers of ships. In very general terms, it is comparable to the car MOT. For yachts it was often a prestige thing, but was also useful for the same reasons as merchant ships and qualifying purposes for racing yachts. Our Register of Yachts and Register of Ships are information sources intended for those chartering, buying, insuring vessels so that they can see which ones are classed and by which classification society. As an international organisation, we do have competitors such as the American Bureau of Shipping and Bureau Veritas. Vessels registered in other countries do not appear in the Mercantile Navy List, but they do appear in our registers in fact the Lloyd's Register of Ships lists all self-propelled merchant vessels of 100 gross tons and above that are sea-going regardless of class or flag.

Yours sincerely

Emma Haxhaj MA
Information Officer Lloyd's Register



Narwhal

Sir,

The Battle of the Roses is an ancient history; a new vegetable strife seems to be developing the Battle of the Jargonelles.

If the shape of the yacht, or is it only the load-water-line, is like a pear, should the stem-end go forwards or backwards? The answer is, why make the load-water-line, or for that matter any water-line, like a pear? Why deliberately try to obtain discord between the bow and the stern of the ship?

Again, I ask, why a pear? Why not an orange-pip or any other vegetable product that is *symmetrical*. The first essential of any hull design that is intended to sail is harmony between bow and stern. We find this harmony in the commercial and fishing boats of many nations. The Norwegian craft, the Arab Dhow, the Chinese Junk and many other types, including even the Malay Proa show harmony in their lines; their bows match their stems. The British, the French, and American fishing craft have hatchet bows and malt-shovel sterns, and their actions at sea are as inharmonious as their shape.

We ought to avoid any marked difference between the fore and aft curves of the water-lines; but whereas, as Mr. Ducker points out not all the water displaced by the bow returns along to the stern, it is usual, but not perhaps necessary, to make the whole stern end somewhat fuller than the bow. For an ordinary type of yacht, not a shallow draught example, it is a good plan to have no curve in the water-lines and diagonals, of course, not including the reverse curves aft, that cannot be drawn with a spline held by five weights. This will keep out all pear-shaped water-lines.

When I was a boy my father and I had the same idea that is mentioned by Mr. Ducker, that the water displaced for'ard tends to return aft and squeeze the hull along just as one might squeeze an orange pip between the fingers. We put our ideas into the shape, and built a model which we call the Narwhal. She is shown in the drawing which I have made from a very distant memory. Her bow was perfectly spherical, as shown, and from this sphere the rest of her tailed aft like a pear.

The idea was that whatever course the displaced water took it would exert pressure against the run of the hull, and so tend to squeeze it along, or at any rate would reduce resistance.

The idea is perilously near to the old myth of perpetual motion. There was a noble cabin forward, but little room aft. There was a lead keel, but the majority of the ballast was melted-lead poured into the hollow cup-like bow till the requisite trim was obtained. Rigged as a ketch this model sailed remarkably well. I expect, however, that she was desperately slow. Within the past three or four years I saw a drawing in the correspondence columns of the American *Yachting* of a model which was apparently almost identical with Narwhal.

T Harrison Butler
Yachting Monthly June 1940

Dear Bill,

Pulpits and Guardrails

Andrew Pool, writing in last issue, expressed an opinion that to remove the pulpit and guardrails from an HB yacht in pursuit of originality would be unseamanlike.

This is a very sweeping statement particularly as neither 'originality' nor 'unseamanlike' are defined.

Guardrails and pulpits were hardly ever seen on yachts pre 1939 and did not become common until the late 1950's. Were all those owners and their crews unseamanlike? No, they had sufficient experience to know how to work about the deck without falling overboard.

It would be interesting to study the statistics of lives lost in yachting accidents in those days. I think they would show that there were more fatalities though over-loaded dinghies than man overboard situations.

Guardrails can cause accidents. Clambering up from a dinghy and trying to climb over the rails can be difficult. The answer to that problem is an opening section in the rails both sides. But how many vessels are fitted with this facility?

The pundits claim that stanchions should be at least 30 inches high. Take a tape measure round the next boat show and check. This will at least annoy the salesman.

How are the stanchions fastened to the deck? Some years ago we were moored up in Weymouth harbour. A charter yacht of a well known make attempted to come alongside travelling far too fast. To protect my own topsides I leant on one of their stanchions, quite gently, and uprooted it, fastenings and all.

A well fitted pulpit and a set of stanchions of the correct height with their bases securely fastened through the deck can be a great comfort on a rough passage but they are not essential. Wearing a good harness clipped on to a webbing jackstay is a much better guarantee against going for an unexpected swim.

Mark Miller

'An Ex Editor Thinks'

An Untidy Habit

Some years ago self-steering vanes were very popular. They were a type of status symbol. Stuck on the stern they gave the impression that the boat was one which really went places even if the holiday cruise planned to explore SW Ireland never made it further West than Dartmouth.

Vane steering was replaced by electronic pilots which remove the tedium of hand steering on a long run under engine and did not clutter up the stern.

Now having removed the steering vane the

modern yachtie hangs his fenders over the pushpit. It would not look so bad if fenders were clean and if their lanyards were neatly spliced and whipped. But the modern yacht is supposed to be maintenance free, the idea of cleaning fenders involves work as splicing and whipping are old fashioned skills alien to the modern sailor.

But why display these tatty items for all to see? Is it a lack of stowage space or is it an attempt to indicate that the yacht is a real passage maker i.e. has just left one marina and is so anxious to reach the next that they have no time to stow their fenders. Oh! Brave New Yachting!

(Paint Brush Cleaner is good for removing stains from fenders.)

Passage Anchorages

Despite the tremendous increase in the number of yachts it is still possible to find secure anchorages when passage making along the South West coast. Furthermore there are no charges.

As the fishing industry declines so more room seems to be available in the Newlyn for visiting yachts. Space alongside is still limited and boats have to be prepared to raft up, sometimes ten abreast.

We prefer to anchor outside in Gwavas Lake to the North of the harbour and thus avoid running out long warps or enduring the constant passage across our deck of others going ashore or returning. Although there are some 'obstructions' marked on the chart there is no difficulty in finding a spot with adequate depth of water. Not suitable if there is any East in the wind.

In a fresh Northerly we once spent a very comfortable night anchored a little to the West of St Michael's Mount. This is better than the dock at Penzance which can only be entered, or left, round High Water.

If bound from Mounts Bay to Falmouth and caught by darkness or an adverse stream there is a good anchorage off Coverack if the wind is between SW & NW.

Once clear of the Manacles the entrance to the Helford River presents no problems in daylight but needs care at night. The only bouy, that marking the August rocks on the starboard side, exhibits of very low powered light. Unless very confident it is better, at night, to carry on to Falmouth.

There the most convenient anchorages for an early start, heading East or West the next day, are off St. Mawes or Custom House Quay, Falmouth, (where you might be charged).

If bound East it may be better to avoid the temptations of Falmouth and anchor off Portscatho on the other side of the Roseland Peninsular. Further along the coast we have tried Portholland and Porthluney Cove but found both uncomfortable even in a flat calm.

Once clear of the Dodman there are many possible choices. We have used Portmellon, Pentewan and the bay off Charlestown. If the wind is North round to East then Polkerris, tucked up in the corner of St. Austell Bay, is a favourite overnight stop.

With an Easterly breeze it can be a struggle to beat from Polkerris and save your tide round Rame Head. Last autumn we were caught West of the Rame one evening with a failing breeze and an adverse stream. Rather than start the engine and motor round we decided to anchor in Polhaun Cove, just West of Rame Head. During the night the wind went into the South East and by morning a swell was rolling into the anchorage. We upped the anchor and motor-sailed into the calmer water off Plymouth Sound. Cawsand Bay is handy in Westerly weather and Jennycliffe when the wind is in the East. There is some wreckage in the northern parts of the latter which shows as the tide falls.

In settled Easterly whether there is anchorage outside the entrance to the River Yealm. It is just West of Season Point and near a lump of rock on the shore named 'The Tomb'. Water

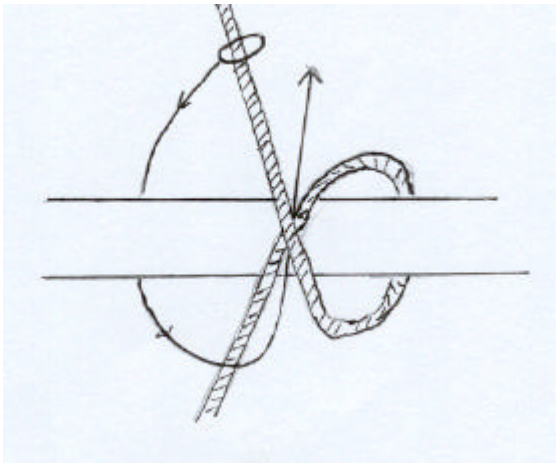
skiers use the area but go home as darkness falls. With a light breeze from the West an alternative spot is inside the entrance just behind the bar.

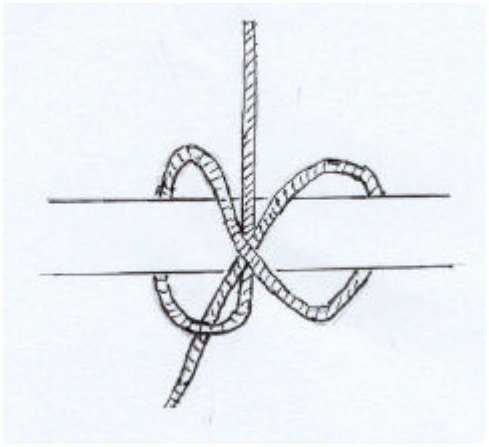
The bays mentioned above are for use on passage. Mostly the facilities ashore are sparse or non-existent. Only in very settled conditions would I row ashore and leave the boat with no one on watch. An anchor light should always be shown, the depth of water at LW carefully calculated and attention given to the weather forecast.

This type of anchorage provides an opportunity to make a meal in comfort, have some sleep and be in a position to leave promptly as soon as the tidal stream or wind are favourable.

The Constrictor Knot

There are hundreds of different knots illustrated in that splendid tome written by Clifford W. Ashley. The 'How to Sail' books list less than a dozen as being essential - figure of eight, reef, sheet bend, bow line, round turn and two half hitches, fishermen or anchor bend, clove hitch and rolling hitch. Few mention the constrictor knot though it has many uses on a sailing vessel
Start as if forming a clove hitch, take the working part down behind the spar then up, over and under the standing end. Pull both parts tight.





and finally…..

Help

Over the years I have formed an almost complete collection of yachting monthly magazines. Most were acquired as single issues and have now been bound complete as originally published with illustrated covers and advertisements.

Unfortunately I have a few issues which have lost their covers and some pages of advertisements. Does any member have completed copies of: September 1932, March 1933, April 1933 which they would like to sell or lend in order that I could have facsimiles made of the missing covers etc?

Mark Miller

‘The Race of the Snail’

By Charles Rayner

It happened in Sardinia too and it is doubtful if much racing goes on there normally, apart from the dinghy sailing. *Caracole* and I were minding our own business and sailing gently into Porto Conte, a fine sheltered bay just behind Cape Caccia, a very outstanding headland with a lighthouse over 600 feet above the sea.

We had been trying to sail north in order to round the northern end of Sardinia and go on to Corsica, but the wind was a ‘noser’ and there was a sizeable head sea left over from a stronger blow.

It was possible to tack up the coast but it would have been slow and uncomfortable, also, there were no sheltered anchorages available before dark. So I eased sheets and ran back. Soon Caracole was past the Cape again and into smooth water under its lee, going well and with a good breeze just ahead of the beam. And then, glancing back, I saw another boat coming in from seaward, right astern. She had a genoa set too, they were sheeting it in and obviously trying to catch up.

The wind now increased a little and came more from ahead as it was influenced by the high land to port. I had a job to sheet the ‘jenny’ in as the starboard winch handle had broken off some time before and I had to ‘shake her up to wind’ several times.

We were shooting along, doing over 5 knots I estimated, but the boat astern was at about the same distance and it seemed, not sailing quite so close to wind. This was very exciting and we roared along almost neck and neck for two miles or so. I thought she was French, but eventually saw her Italian flag.

The wind was gusty at times and then the one boat would surge forward a little until the other received a blast, then she would shoot ahead in turn.

Now we were getting near Cala Torre del Conte, an anchorage at the head of the main bay and could not carry on at such a pace much longer, so by mutual consent it seemed, the boats rounded up in 3 fathoms and I was going to anchor there. However, my Italian friends came near and asked me to follow them – they seemed interested in my boat and in the fact that I was single-handed. They had friends aboard ‘*Fiamma*’, 6 people in all.

Caracole followed to a smaller bay on the north side and when both boats were anchored the owner and his wife swam over and invited me to lunch with them aboard. (In this delectable climate bathing trunks and bikinis are the normal wear!)

The were extremely friendly and much discussion followed regarding our yachts and the difference between them. *Fiamma* is a Safari class, designed and built in GRP by Michel Dufour at La Rochelle. Dimensions are – 29’ O.A.L., 20’ 6” W/L and she has a fin keel with separate rudder.

In comparison, *Caracole* is really ancient – a Harrison Butler design built in 1934 by Harry Feltham. Dimensions 25’ 5” O.A.L., 22’ 0” W/L, draft 4’ 3”. She has a lead keel and is a traditional boat of pitch pine, oak and teak, her displacement being about 4 or 4.5 tons, approximately double that of *Fiamma*. Although an old boat she is in excellent condition and has a modern cutter

rig to a design by Raymond Wall. The new mast and rigging were fitted a year or two before I bought her in 1968. When the genoa is in use the inner forestay is un-clipped and she becomes a sloop. The genoa then is not impeded when going about.

Robert, *Fiamma's* owner was a little shocked. He said 'where is the progress? I have paid £X000 and my boat is no faster than yours and I suspect, not quite so close winded.' It is true that he had an excess of passengers, but normally in such a boat one might have a total crew of four and there are berths for five.

Although I am alone, living aboard all the time requires a lot of gear. For instance a spare main sail is carried, 8 sails in all, lots of tools and no less than 4 Butane gas cylinders etc.

It should be noted that this little race was in fairly smooth water – it would be interesting to compare the behaviour of two so different boats, e.g., in rough water and strong wind and also under light weather conditions. I believe *Fiamma* would be faster in light airs.

Caracole is my boat's registered name. In English it means the movement of a horse prancing left and then right. In Spanish it means snail. For over a year we have been sailing and meandering together around Spain and Portugal and into the Mediterranean and she has looked after me well during 3,000 miles or so logged since July 1971. I did not think she could be so skittish with the amount of wind we had. For a time on the Spanish coast I had a Rod, a young American as crew and on the way to Costagena we had a terrific sail one day with a tearing wind off the land. It would have been prudent to reduce sail but *Caracole* was going so well and 6.3 miles came up on the Walker log in one hour. After this, Rod decided to carve a beautiful snail figurehead which now fits snugly under her short bowsprit. This was the final straw for Robert

THE GENERAL PRINCIPLES OF YACHT DESIGN

By T. Harrison Butler – Journal of The Little Ship Club November 1929

I wish to make it quite clear that my remarks apply to cruising yachts up to about 12 tons Thames measurement, the class in which the members of the Little Ship Club are mainly interested. I have no experience in designing large yachts or racing craft, or motorboats.

In starting a design, the first thing to decide upon is the size and type of yacht suitable to the prospective owner. Often he himself does not quite know what he wants and may be helped to choose something suitable to his requirements. The nature of the coast round the homeport and the character of the work in view will be the main factors in arriving at a decision.

Due consideration must be given to the depth of the owner's purse, for finance will influence the plans as regards size, style, and equipment. Although other things being equal, the larger the yacht, the better the sea boat and the greater the comfort. Yet there are uneconomical sizes for labour is the largest item in the bill, material a poor second. The "tabloid" cruiser calls for as much if not more labour as a larger and more capable craft. Probably the smallest economical size for a cabin cruiser is the 4 to 5 tonner with a load water line of from 20 to 22 feet. It does not pay to have a cabin boat built with a load water line of from 16 to 18 feet because one with a water line of 20 feet will cost very little more and the larger yacht is far more effective from all points of view. On the other hand, if the owner contemplates building the yacht himself, he may choose the smallest boat in which a cabin can be fitted, say one with a L.W.L. of 16 feet. By a cabin I imply an apartment with full sitting room and an adequate sleeping bunk. A yacht with a LWL of from 18 to 20 feet will accommodate three sleepers – two in bunks and one on the cabin floor. To accommodate a cot in the forecastle, the L.W.L. must be increased to 22 or 23 feet. A L.W.L. of 22.5 is a very useful and economical size. It has the advantage that if the LWL is divided into 10 parts in the drawing, the builder can space his moulds 2 feet 3 inches apart. On this LWL we can design a yacht that is not too large for single handed work, but sufficiently powerful for cruising around the coast in reasonable weather. To obtain bunks aft of the main cabin, the L.W.L. will have to be again increased, and it will be found that 32 or 33 feet is the most economical length. You will note that I speak only of the load water line. The length overall conveys little information about the actual size of the boat. A racing yacht with an overall length of 30 feet may be quite a small craft as regards useful accommodation, whereas a Falmouth Quay punt of the same length is a large vessel. Nor does the Thames tonnage give much more lucid information. It is derived from the formula:

$$\frac{\text{LBP} - \text{beam} \times \tfrac{1}{2}\,\text{beam}^2}{94} = \text{TM}$$

The length factor is the distance from the foreside of the stem to the after edge of the sternpost. It will be seen that the influence of beam is large. The Thames tonnage of a yacht with no overhangs and of normal shape approximates to its total weight, its displacement. A craft with a long forward overhang and a raking sternpost has a Thames tonnage out of all proportion to its displacement and accommodation. If, in addition, the beam is generous, the disproportion is greatly exaggerated. As an example, my *Sandook*, a yacht with one third of her water line in beam and no overhangs, has a Thames tonnage of 6 and displaces about 5.5 tons, but she has the accommodation of a 9 tonner of the racing type.

Cost of Building

The cost of a yacht depends upon its size, its type, the material used, and the nature of the fittings. Builders in different districts

vary enormously in their charges. A fashionable firm on the Clyde or Solent will charge twice as much or even more than a man on the East Coast or Down West who does most of the work himself, assisted perhaps by his son and one or two hands, and yet the latter can turn out a good vessel, lacking the finish of the more expensive firm, but perfectly adequate for its purpose. At the present moment, two yachts of my design are approaching completion, one built by Messrs. Anderson, Rigden & Perkins of Whitstable, and the other by Edgar Cole of Falmouth. They are sound jobs both as regards workmanship and material, and in each of them the finish is all that is necessary. The price, however, is very much less than that charged on the South Coast for similar yachts that I have designed.

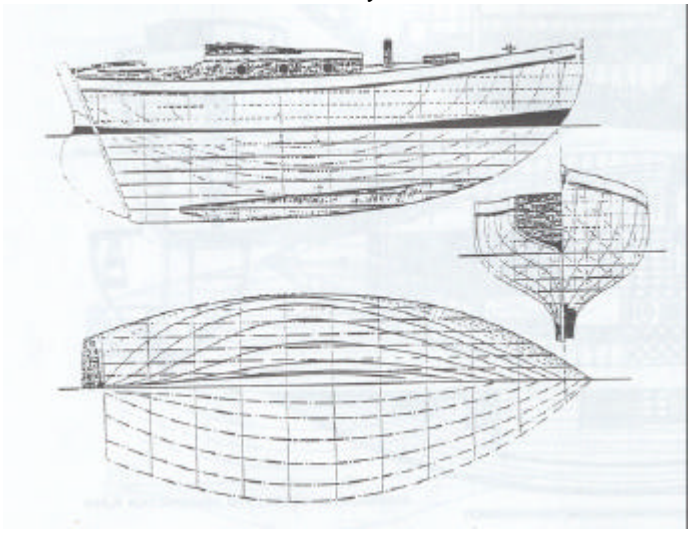
To those who must economise I would say, first choose the smallest economical size, avoid long overhangs, snouts and tails, be satisfied with an iron keel and entrust the work to a man who can afford to do good work for a reasonable sum.

The economy effected by restricting the size is reflected in the cost of upkeep. The surface to be covered by paint varies as the square of the length, and the weights to be handled vary directly as the cube of the linear dimensions. On the other hand, it is false economy to use anything but teak or mahogany for the cockpit comings and the sides of the coach roof. The small extra cost of nice looking wood placed where it is effective will be regained with interest when the yacht comes to be sold, and they mostly are sold sooner than the owner imagines! I know of one perfect little yacht that hung in the market for a long time and ultimately fetched a poor price because her appearance was completely ruined by painted deck fittings instead of teak. £5.00 or less would have covered the extra, and probably £20.00 were lost in the sale.

Proportions of a Yacht

The proportion between the LWL beam, and displacement vary with the *absolute* size of the yacht. A 4 tonner, if she is to get to windward, needs beam and draught to hold her up to her work, and absolute weight to get the "fly wheel" action that keeps her moving in a head sea. My *Cyclone* design with a L.W.L. of 19, a beam of 7, a draught of 3.5 feet and a displacement of 3 tons will carry 300 sq ft of sail and has proved a very satisfactory yacht. Double all the proportions, and we get a L.W.L. 38, a beam of 14, a draught of 7, and a displacement of 27 *tons*, with a sail area of 900 sq ft. It is quite obvious that this yacht would be a thoroughly bad one for her weight has increased as the cube of her linear dimensions, whereas her sail area has been augmented only by the square of her length.

Lines of *Cyclone*



We must deal with the question differently: the sections must be spaced out till the L.W.L. is 21, and then these lines can be used to a scale of 1 inch to a foot. Thames measurement with the following dimensions. L.W.L. 28, beam of 9 ft 4 ins and draught of 4ft 8 ins. This draught should then be increased to 5 feet. Then we get a good set of lines modified from the original design.

The Midship Section

Having decided upon the chief dimensions of the yacht, we can now proceed to the actual design. The fundamental factor is the midship section, and many excellent attempts seen in designing competitions are ruined by an ill chosen section. The bilge must not be so hard that an uneasy sea boat results, nor too slack with a loss of initial stability. A yacht with a restricted draught calls for a hard bilge, which can be eased off as draught increases. The old plank on edge yachts had no definite bilge, obtaining their stability by a heavy lead keel hung low down.

The best midship section that I know of for a largish yacht will be found in *Tern IV*, in fact the whole design is, in my opinion, perfect for a yacht of her size or even for one considerably smaller. For a smaller design, the midsection drawn by the late Albert Strange for *Cherub III* is quite ideal. Readers of the yachting journals will be familiar with the cruises of *Ariel* which was built to the original *Cherub* lines before the canoe-stern was added.

The design will be found in "Cruising Hints" and "The Corinthian Yachtsman's Handbook" by F.B. Cooke (see also Yachting Monthly May 1929). When we come down to the 4 tonner, the shape of the midsection is strongly influenced by the necessity of providing floor space in the cabin. Thus the garboards of my *Cyclone* are fuller than they would be were she designed as a day boat.

Lines and their Meaning

The actual form of the yacht is shown in the drawing by three plans; the *sheer plan,* which is a side elevation, the *half-breadth plan*, corresponding to the plan of a house, and finally, the *body plan* or *end-elevation*. The sheer plan shows the general appearance of the yacht seen from the side and contains curves representing planes parallel to the vertical midplane of the vessel. These curves are known as bow and buttock lines. The half-breadth plan shows the load water line and other water lines taken above and below the L.W.L. They represent planes parallel to the body plane of the L.W.L. The body plan shows vertical sections cut at right angles to the central longitudinal plane and are the actual sections from which the moulds are cut upon which the yacht is built.

The Need for Harmony

It is essential to the correction action of a yacht under sail that there shall be harmony between the fore and the after body. There must be as much balance as is possible between the bow and the stern sections seen on the body plan. When a yacht heels she immerses her topsides and immerses her bilge.

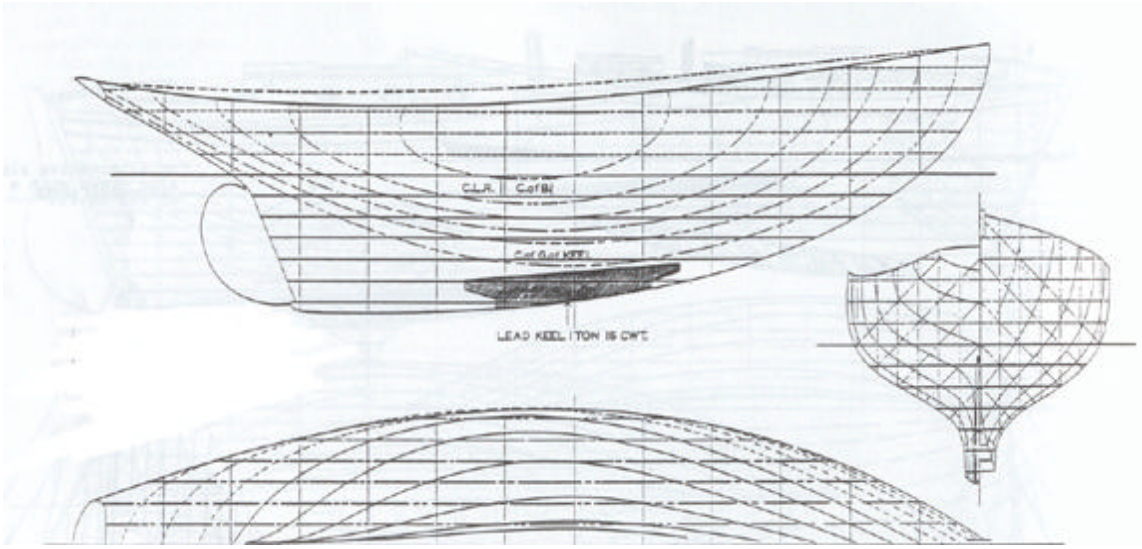
Whereas in general more topside is immersed than bilge is immersed, the whole vessel rises to maintain the displacement. If the topsides have a flare as in most of the Norwegian craft, this rising is excessive and makes the yacht very uncomfortable in a seaway. This action is probably more conducive to sea sickness than any other motion of a yacht. It can to a large extent be avoided by sinking the bilge well below water, but this must be done with discretion, otherwise stability is lost and speed is impaired. This consideration alone will show how essential it is to choose a good shape for the midsection, for the form of the section not only influences stability, but has a material influence upon the actions of the yacht in a sea way.

Harmony depends upon the shape of the fore and aft sections. If the fore sections are of the narrow V type as in the old straight stemmers, and the quarters are full, it is obvious that when the yacht heels, she will

immerse fare more body aft than she will forward, with the result that she must go by the head to bring the centres of buoyancy and gravity into line again. She will bore by the head, and in consequence her centre of effort comes forward and she gripes to windward. I know one well known yacht which has this fault to such an extreme degree that when well heeled she takes two men to hold her tiller and even then often takes charge and becomes unmanageable. A friend of mine made a model of an Itchen Ferry yacht that he much admired. When heeled in a breeze, she went by the head till her stem was level with the water and she was unsailable. A real yacht is not put to such an extreme test, but they are heeled enough to put a severe strain upon the steersman. Naturally, the weather helm needed to keep the yacht on her course is not conducive to speed. Nuttings's *Typhoon* was a glaring example of lack of balance and she made dreadful weather of it on her return journey to America. It is obvious that the general shape of the fore and aft sections must be harmonious although it is difficult to obtain an exact balance.

A yacht with a straight stem can be balanced only by matching the stem with a pointed stern. Examples are seen in the Penzance luggers, the Scotch fishing boats, Norwegian yachts and the old Mersey canoe yawls. A canoe-stern can be balanced by a moderate forward overhang and a transome stern by a still longer overhang. A counter stern with the orthodox flat U sections calls for the modern U sectioned bow to obtain a reasonable balance. If we are to limit our forward overhang, as is desirable, and adopt V sections, we must introduce V sections into the counter. I have done this in *Davinka*, which I have designed to illustrate this paper. Here a counter of the orthodox profile, but with pronounced V sections is balanced by a bow with flaring topsides and of strictly moderate overhang.

I wish to emphasise the point that the straight stemmer with an orthodox counter, or transom stern can only in the nature of things be an indifferent sea boat, because such a construction lacks the harmony which is essential to seakindliness. Forward U sections seen in the modern rater are probably better than the exaggerated V sections seen in the more extreme examples of the old length and sail area rule. The V when heeled presents a flat surface to a wave, and spanks so severely that the older racing yachts spewed their caulking from the topsides at the bow. The U section must always present a round section to the sea with a consequent easier action.



Lines of *Davinka*

The excessive flare forward seen in some of the Norwegian boats and in a few American designs is not advantageous, because this form of bow throws much spray

aft and also tends to stop the yacht in a head sea.

Disposition of Displacement

It has been found that the best results are obtained when the displacement is so disposed that the curve of sectional areas forward forms a curve of versed sines, and aft a trochoid. It is usual to reckon the midsection as situated at a spot about 11/20ths of the L.W.L. from the fore end of the stem. One not infrequently sees designs in which the ends are unduly full, and occasionally the reverse is true – the yacht is all middle and no ends. The former fault tends to produce a slow ship, the latter must aid pitching.

In most designs, the midsection is raked in such wise that the greatest width of each waterline is ahead of the one above it. This tends to give a fine entrance and a fine run, without altering the curve of sectional areas. Rake of section must be used with discretion for if exaggerated, it does not conduce to easy motion in a seaway. A motor boat has an extreme form of raking section. In fact, many of them are really two wedges at right angles to each other. This form gives great speed when the boat is driven by mechanical means, but would be quite unsuitable for a sailing yacht.

Disposition of Ballast

It is quite true that in large vessels and especially in motor craft, ballast hung low down makes for a very uneasy sea boat and for ocean cruising in a largish craft, say over 10 tons, it is desirable to keep the centre of gravity of the ballast as high up as one can without dangerously reducing stability, but here again it does not mean that in all classes of design a considerable part of the ballast should be inside. A yacht of shallow draught, say one-third of her beam in draught, and naturally fitted with a centre board, should have all her ballast on the keel, for it will, in any event, be quite large enough. A large yacht with a deeper draught, eg. half the beam in draught, can conveniently have a considerable part of the ballast inside and gain in habitability in a heavy sea, but in the case of the small yachts, we are considering the question of comfort is entirely subsidiary to that of safety and ability to work to windward against a head sea. The small yacht must have power and as much ultimate stability as we can give her. The major part of the ballast must hang on the keel and as far down as considerations of available draught will allow.

The smaller the yacht the greater the necessity for beam and draught if she is to cruise in open water. On the other hand, it is not very practical to place the last ounce on the keel of a cruising yacht. It is very difficult to calculate the exact amount of ballast that will be necessary and impossible to know what gear and duffle the owner will want to ship. If the yacht gets beneaped, it is very pleasant to know that a few hundred weights of lead can be discharged. My rule in the case of the four ton class is to multiply the total displacement by 0.4 and place the product upon the keel, leaving the remainder for hull weight and trimming ballast.

In adjusting the centre of gravity of the lead or iron keel, we must keep the centre well ahead of the centre of buoyancy of the yacht. If any error is made, it is easy to get inside ballast aft, but there is no room for it forward. Again the weight of the motor must be allowed for.

All ballast should be concentrated in the middle third of the yacht, and the chain must not be stowed in the eyes of the boat. It should be stowed well aft under the forecastle sole where its weight is harmless. Weights in the bow and aft increase the moment of gyration cause most unpleasant pitching, and make the yacht very wet.

Lead is far better than iron, because it can be concentrated in the middle third and can be trimmed if its disposition is faulty. Under certain circumstances, its cost may not be very much more than iron, because the builder can cast it himself where it is wanted. The iron keel has to be cast at a foundry and then transported. It is more difficult to fit

than a lead keel and the junction is never so exact. The keel bolts of an iron keel being of iron will tend to rust and will not last so long as the yellow metal bolts used to attach a lead keel. The bolts used to fix the keel can be of really large diameter, an inch or more. The wood keel is probably over a foot wide and the iron or lead keel equally wide, and yet one sees specifications for ¾ inch bolts. Have them nice and big so that they can rust for a long time before they become unsafe.

The Value of Moderation

After harmony I would place moderation as a valuable factor in producing a good seaboat. We should avoid excessive beam overhangs and sail area. The skilful designer will strive to produce a sea kindly vessel that will not heel excessively, has plenty of power and yet can be driven by a moderate sail plan. Most cruising yachts are over sparred and canvassed. The fishing boat and not the racing yacht must inspire our sail area, but we need not go to the fisherman for our sail plan. If we are to limit our area we must look to it that its disposition is as effective as possible and that gear is reduced to a minimum.

We are logically driven to adopt the Bermudian mainsail with large overlapping headsails. It has been shown by scientific experiment and amply confirmed by racing experience that not only is a jib or staysail more effective area for area than a sail behind a mast, but that an overlapping staysail greatly adds to the efficiency of the mainsail. The reason is that 75% of the driving force of a sail is due not to actual wind pressure on the windward side of the sail, but to the vacuum which forms on the lee side. An overlapping headsail gives a funnel effect and greatly aids the formation of this vacuum. On the other hand the mast tends to cause eddy currents and to diminish the vacuum. This is an argument against the use of hollow masts which must be of greater diameter than a solid mast and, in consequence, be very detrimental to the correct formation of the negative pressure behind the mainsail.

The present tendency – and I am sure that it has everything to recommend it – is to bring the mast aft to its old fashioned place two fifths of the L.W.L. from the stem at the waterline. This location keeps the weight well inboard, gives good spread for the stays, and gives us large headsails which we now know to be far more effective than an equal area behind a mast. The Dutchman has from purely empirical experience and from sound sea sense adopted a very effective rig; the tall mast, placed well aft, giving a mainsail with a long luff and a big staysail.

Gaff or Bermudian?

The Bermudian mainsail carries the idea to its logical conclusion and in my opinion is the best for the small yachts we are considering. It is in America rapidly displacing the gaff sail for small cruisers, but here in England we are more conservative, prejudice dies hard, and owing to our present unfortunate economical conditions, the younger men with supple minds can rarely afford to build new yachts.

Nevertheless, even here the Bermudian rig is making rapid progress, and in a recent designing competition nearly all the competitors adopted this modern scientific rig. In the case of larger vessels, especially those intended for ocean cruising, the conditions are different. An ocean cruiser needs stout lower canvas with the ability to set plenty of balloon sails to take advantage of favourable conditions, and here the Bermudian may be disadvantageous.

The main objections that have been raised to the new rig are that the mast has to be unduly long, that it must be supported by a complicated system of stays and struts, and that the track gives trouble, the slides jam and the whole thing may come away from the mast. These objections, all true under certain conditions, can be easily met and the defects of the rig cured. We are not setting a racing spread and there is no necessity for the mast to be much longer than the usual mast and pole. I have calculated that to set a mainsail of equal area to the gaff sail, I now carry on

Sandook I should have to add 4 feet to the mast head. I should eliminate the gaff, four large blocks and several feet of exposed halyards, saving pounds in weight and feet in wind resistance. No alteration would be made to the stays except that I might fit a pair of backstays from the mast head aft. If we are not striving to cut down the last ounce of weight aloft we can fit a mast strong enough to stand with ordinary rigging. This was done in the real Bermudian cutters, and is seen in the trading schooners that have been used for countless years in the Eastern Mediterranean. The track difficulty is a simple engineering problem. There is no difficulty in fixing a track to a mast in such wise that it cannot come adrift under any stress of weather, and any competent engineer could design a track and slides that would function without a hitch. It is quite obvious that some of the tracks seen on yachts are bound to give trouble, they are not fit to carry ordinary house curtains. In fact the tracks made for curtains are far better both as regards material and design. As a matter of fact, the Bermudian sail can be set on ordinary mast hoops. The crosstrees for a stout mast can be fairly high up and the sail can be hooped thus far. The top part of the sail can run on a jackstay. It is however necessary to have at least one hoop on the pole to which is attached a line that passes through a cringle on the sail and so down to the deck. This serves to keep the sail head up to the mast when reefed, otherwise it would flow aft and throw an unfair strain on to the mast head. This method is clearly explained in "Cruising Hints" by excellent drawings.

The advantages of the Bermudian sail for a small cruisers are many. The gear is reduced to a minimum and the weights to be hoisted are greatly minimised. There is no gaff swaying aloft when sail has to be shortened in a strong wind, and when lowered the sail comes down all inboard close to the mast and is caught in a lazy jack. The efficiency of the sail compared to the gaff sail is said to be greater by 10%, and so the area can be reduced by this amount without detriment to speed. The Bermudian sail is less pressing that the gaff sail, partly because the weight aloft is less and also because the gaff sags out to leeward and makes an inclined plane to push the yacht over to leeward. A heavy gybe is felt less with the Bermudian. There is not the crash that is felt when the gaff goes over. Personally I prefer to have a loose foot even with the Bermudian sail.

The Layout

The owner will generally settle the cabin plans for himself, but here again if inexperienced he may be guided and saved from an arrangement which greater knowledge has shown to be unsuitable. In the case of the four or five tonner, considerable thought is necessary to obtain the greatest comfort and convenience. Three considerations must be kept in mind. There must be comfortable sitting room, two dry beds and adequate galley accommodation. The necessity for lockers must not be overlooked.

Sail Plan of *Davinka*

Coach roof: In the case of a 4 or 6 tonner, it is possible to obtain sitting room under the deck beams and then the cabin top can be made narrow, giving a full flush deck. This in my mind is a very great convenience and should be adopted even if a little floor space has to be sacrificed. The extra safety of good wide side decks should not be lost sight of. I prefer a central trunk with side scuttles to a sky light. The trunk is a useful seat in harbour and the side scuttles can be screwed down and do not admit water like a skylight. A skylight can be built on the top of the trunk and then it is possible to get full six feet headroom in this situation. *Davinka* has a flush deck and yet there is full sitting room inside.

Sitting room: So many small yachts are built with just too little sitting room that I do not hesitate to draw attention to it. The minimum for a full-sized man is 3 feet 3 inches from the top of the cushion to the underside of the deck. The seats should 15 ins. from cabin sole to the top of the cushion.

Sleeping accommodation: Probably the simple pipe cot is best. It is very comfortable and when turned up, all the bedding is housed behind it. The lower edge must be hinged to ample blocks, otherwise when the cot is turned up full of bedding terrific leverage is set up and the staples are wrenched from the timbers.

Galley: Shall this be aft or forward? For single handed work, and if long voyages are in prospect, it is better aft. This position, however, has disadvantages. All the smell of the cooking drifts forward. It is difficult to keep dishes warm and the cook is always in the way of the companion ladder. For these reasons when the yacht is large enough to have sitting room in the forecastle, the galley is best forward.

Davinka

Davinka has been designed to illustrate this paper. She is a 6½ tonner. A yacht small enough to make extended cruises in ordinary summer weather. She is not a cheap boat to build. Her counter, overhang forward, and complete outfit of lockers, heating stoves and motor all cost money. The design is an improvement of one that I sent in for the competition arranged by *Yacht, Sales & Charters* which obtained second place in the voting.

The flare of the bow has been increased, the counter modified to improve the appearance and the layout rearranged to accommodate a bunk in the forecastle. The rig is the best that I can think of for single handed work and would be fast and weatherly. The counter has been submerged to the give the mizzen mast a secure step so that the sail can be adequate in size and can be carried in any weather which permits sail to be set. The only sensible yawl is the ketch yawl. The ordinary yawl with the mizzen set right aft on a counter is a useless rig. The sail is not large enough to be of any value and the mast is so insecurely stepped that the mizzen must be stowed as soon as it begins to blow.

The sheer of the yacht follows American rather than English practice with a good spring forward. It may be noted that the counter has V sections to balance the flare of the bow. The deck has a high camber. This makes for strength and affords head room without a wide deck house. When the boat is heeled the windward side gives a flatter surface to walk on than the ordinary deck with low camber. The trunk is carried forward so that it enters the forecastle and three scuttles give light and ventilation to this usually dark and cheerless compartment.

The chain pipe is alongside the mast and the chain stows well aft under the sole of the forecastle. The side lights which are not often used, stow on a shelf in the eyes of the boat and between them there is a space for the paraffin can. Then comes a bucket toilet for those who enjoy these nasty things. Aft of this on the starboard side is a folding washbasin while on the port side there is a full size folding pipe cot. The galley is placed aft of the mast on the starboard side, and behind it there is a location for the riding light and for tea and coffee caddies. In the saloon on

the port side there is a pantry opening fore and aft so that crockery will not fall out in a seaway and close to it is the heating stove, which can be put ashore in summer, but which is essential for spring and autumn cruising.

On the starboard side, opposite to the stove, there is a table which is useful for spreading small charts at sea and as a sideboard in harbour. Under it is a clothes locker opening aft. At the after end of the saloon there is on the starboard side a locker with a sliding door which is difficult to get to when the cot is up. On the port side there is a second table with locker under and a cupboard behind, or alternatively this place can be used as a hanging cupboard for oilskins. The position of the compass is seen in the drawing. It is not so near the engine as it looks, because it is quite high up. It is viewed by a window to the cockpit, and is electrically lighted from a dry cell. Aft of the compass there is a brass force pump for draining the bilges. Under the cockpit seats there are two tanks, one for drinking water and the other for petrol.

The engine shown is a Smart & Brown. There is ample space for a Brooke Empire, A Brooke Dominion, or an Aidsa Craig seven HP engine. The propeller is a feathering reversing wheel. In the arrangement shown, one steps from the cockpit floor directly into the cabin. This is very handy but a better arrangement is to carry the deck beam in front of the cockpit right across. Then it is necessary to have a second ladder to the top of the motor casing. This is not so convenient, but a through beam here is really necessary for the strength of the vessel, and were I building to the design, I should have a beam here and put up with the inconvenience. Aft of the tanks under the cockpit seats there are two lockers. One for food and the other for bosun's stores. The sail locker is in the counter.

DIMENSIONS OF *DAVINKA*

L.O.A.	30 ft.
L.W.L.	22 ft. 6 ins.
Beam	8 ft. 6 ins.
Draught	4 ft. 4 ins.
Displacement	5.2 tons
Weight of Lead Keel	2.1 tons
Sail Areas:	
Mizzen	65 sq. ft.
Mainsail	270 sq. ft.
Foresail	80 sq. ft.
Jib	50 sq. ft.
T.S.A.	465 sq. ft.

Dr. Harrison Butler has kindly offered to furnish any member of the Little Ship Club with a copy of the lines and sail plan of Davinka at a fee sufficient to cover the costs of tracing and reproduction.

[The design has been superseded by Davinka / Vindilis, also available but there are later, better designs. O.J.J.B]

Vindilis – Davinka /Vindilis design

Lloyd's Register of Shipping:

Sources Available To Historical Researchers

An extract from Infosheet No. 10

Lloyd's Register has maintained a library since 1852, the first being founded at the bequest of Augustin Bullock Creuze, principal surveyor. Today the library is situated in the new Lloyd's Register building, designed by Richard Rogers, where we welcome visits from the general public and professional researchers alike, so that they may carry out their own research free of charge. The resources available to researchers are detailed below. The Registers have seen many changes over the years and, as such, the fields of information mentioned may not be recorded in every edition of the publication referred to. For example Masters' names only appear in the *Lloyd's Register of Ships* until 1921 for steamers and from 1764 to 1947 for sailing vessels. For this reason dates have been given to show when the field first and/or last appeared in the publication.

Lloyd's Register also runs an historical research service, providing historical information to enquirers.

***Lloyd's Register of Yachts* 1878 to 1980**

An annual Register, which lists British and Foreign yachts classed by Lloyd's Register, yachts belonging to subscribers to Lloyd's Register publications and certain other yachts above a specified size. It is not a comprehensive source. The *Register of Yachts* is organised alphabetically by name of yacht and contains the following details:

- owners
- builder
- designer
- date of build
- yacht type and material
- tonnage
- principal dimensions
- sail area
- engines
- port of registry
- home port
- LR classification (if inspected)

Subsidiary sections of the *Yacht Register* include details of yacht owners, yacht builders, sailing clubs, owners' private burgees and yacht club burgees. The *List of Yacht Owners , who have obtained Certificates as Masters of their own Yachts* was published as a section of the Register between 1895 and 1956, showing the number and date of their certificate. From 1857 until 1994 yacht owners who had achieved a certificate of competency were indicated by an asterisk but the date and number of their certificate ceased to be listed. The *Register of Yachts* ceased publication in 1980, to be replaced by the *Lloyd's Register of Classed Yachts*, which includes details of only those yachts surveyed by LR, this was last published in 1995.

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Tel: +44 (0)20 7423 2531

LOOSE ENDS

ASSOCIATION BURGEES:	£15
HOUSE FLAG:	£10
ASSOCIATION TIES:	£6

Available from the Hon. Treasurer

FOR SALE

PRIMA

Prima can be seen until the end of January at the Boat Building Academy (formerly the Lyme Regis International School of Boatbuilding) in Lyme Regis, Dorset. In February she will be moved to new workshop space a few miles outside of Lyme Regis. Completion is expected mid year.
For more information please contact:
Simmons & Broome Limited, Henry's Way, Lyme Regis, Dorset DT7 3BW
07817 738 456 (Kaila Simmons) or 07812 610 197 (Mike Broome)
info@simmonsandbroome.com

DESTINA Yonne Design
26' x 22'6" w.l. x 8' 7" x 4' 6"
Harry Feltham 1933
Larch on Oak, teak coachroof, brightwork and cockpit.
Recent engine, sails, rigging, bunk cushions and covers
Excellent condition (see article page 20 of HBA Newsletter No. 57)
Apply owner: 01908 566362

PERADVENTURE Englyn Design
26'2" x 22'5" w.l. x 8'7" x 4'5"
Anderson, Rigden & Perkins
Apply owner: 01472 371304
Peter.Hemingway@virgin.net

CALENDAR EVENTS

8 – 18 January 2004	London International Boat Show
28 February 2004	Harrison Butler Association AGM, Theale
24 April 2004	Bring & Share Lunch. The Crag

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