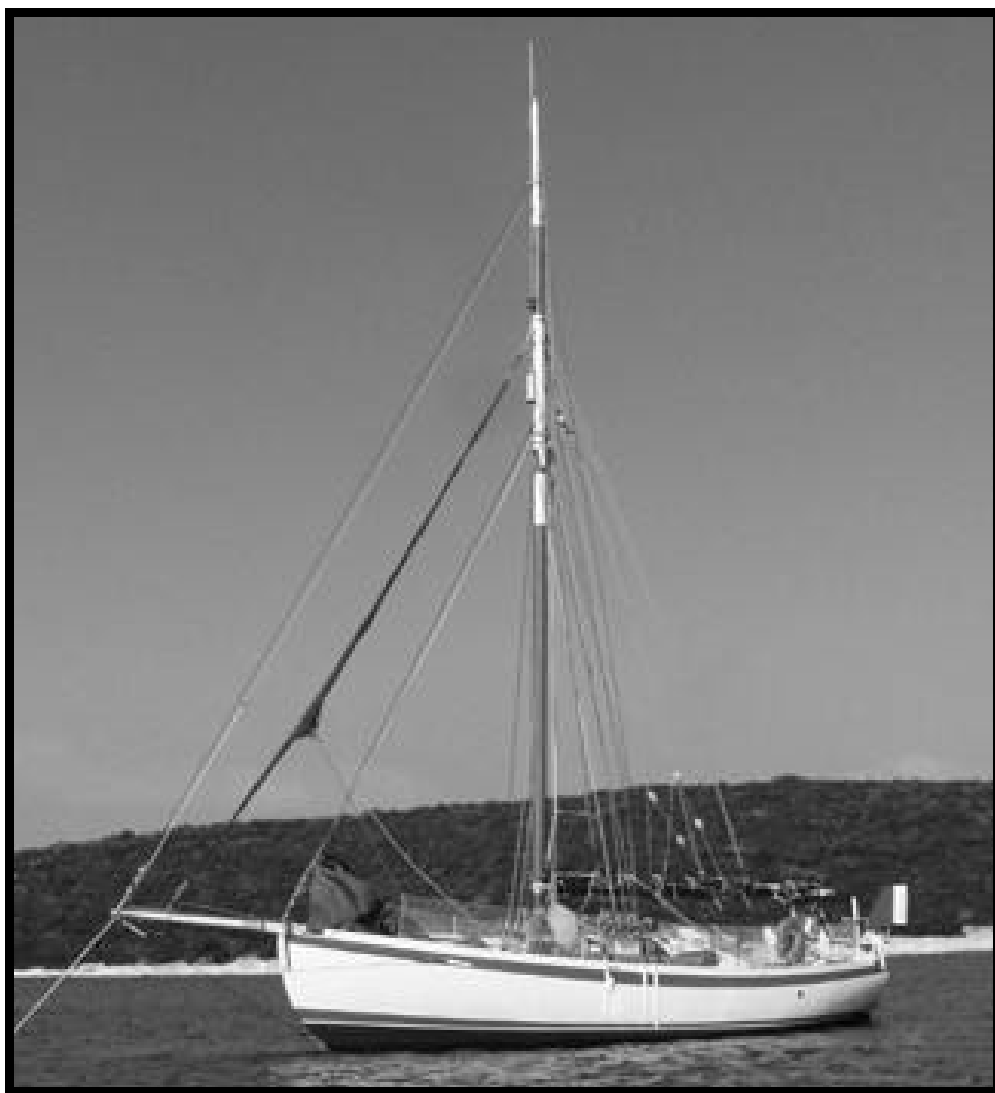




# **THE HARRISON BUTLER ASSOCIATION**



**NEWSLETTER No: 60**

**WINTER 2004 /2005**

**[www.HarrisonButlerAssociation.org](http://www.HarrisonButlerAssociation.org)**

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**February 2004 to February 2005**

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# THE HARRISON BUTLER ASSOCIATION NEWSLETTER

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No. 60

Winter

2004 / 2005

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## COVER PHOTOGRAPH



*Jardine – Andrea Michelazzo is now sailing in the Croatian Sea after an extensive refit*



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

# President's Letter

Royal Berkshire Hospital  
January 2005

Dear Members,

I'm having to re-write paragraph one, which was concerned with AGM arrangements. The Red Lion had put others in on our date – said I didn't confirm after the last AGM, maybe I didn't. Anyway, Karen was rather unfriendly and very unhelpful and the price had risen to £12 for one course, no coffee and a non-refundable £25 deposit, and a date in March!

I decided to explore other avenues but on 23<sup>rd</sup> December I tripped over my electric blanket cable and fractured my right femur and am now in the Royal Berkshire Hospital, recovering, well, I think but oh! So slowly .... And now MRSA!

Anyway, that put paid to my participation in making arrangements but I rang Jill Betts who lives nearby and asked her to ring Judy Giles and they have ganged up and are organising a Buffet Lunch on 26<sup>th</sup> February at The Chestnuts. I shall do what I can. Details are with the agenda [attached].

What should we do without our Associate Members? I am most grateful to them.

Theale  
November 2004

There will be several matters of moment to discuss at the AGM:

**Election of Chairman** I am delighted to report that John Elphinstone owner of Zircon and erstwhile owner of Dindy, has agreed for his name be put forward. He has now retired from teaching so has more time to spare for other things. So far I have had no other names proposed.

**Election of Treasurer** Peter Crook, after many years of keeping our heads comfortably above water, despite the ravages of bilge-rats and of helping me in various ways outside the sphere of official operations, has decided that he wants to retire and not do another year. It is possible as I write that he has found a potential successor which would be wonderful as we cannot function without a treasurer, and they're not thick on the ground. Just in case, please volunteer if you yourself would be willing to take on the job which entails more than just collecting subscriptions and presenting the Annual Financial Report. Have a word with Peter to get the whole picture.

It always amazes (and relieves) me that someone always comes to the rescue in reply to an SOS just as we always seem to have fine weather for our functions. Have I spoken too soon?

**The Constitution** Janet Band has drawn up a Codicil to insert into the constitution as follows:

**iii Senior Associate Members** The President may at his/her discretion confer the title of Senior Associate member on Associate members who have been of particular service to the Association. Senior Associate members may exercise all the privileges of full members.

**iv Honorary Members:** (Consequential amendment). This will have to be approved at the meeting.

Going back to September, we come to the Laying-up Supper – a joyous occasion, laid on for us by Peter Temple and enjoyed by 20 of us this year but, sadly, no boats. This was our first boatless Woodbridge event and I trust it is not a precedent.

Some of us visited Bryony and Laurence Hebson on the Sunday, interrupting Bryony's packing for her departure on the morrow for a holiday abroad in which I seem to remember, camels would be involved. Then we moved onto to join others with Peter and Valerie in their 'Temple

Marine' office for coffee and chat. Our thanks to them, both for their hospitality and for arranging one of the most enjoyable suppers we have had.

Jill Betts and I had also been to an art Exhibition at the local school. She had very kindly been my driver for the expedition.

Keepsake, a usual attendee at Woodbridge was absent in the Baltic but extracted the promise or, at any rate, agreement, to produce an account of Keepsake's exploits in the Baltic. I wonder if it has materialised?

I have heard on the grape-vine that the restoration of La Bonne is progressing well and there is good news too about Mischief III Roy Aldworth has bought her and, if Omega of Broom is anything to go by she will emerge as a new woman.

Peter and Margaret Hemingway have sold Peradventure and her new home will be in the Netherlands where she should find several HBA companions.

In October, at The Crag, Paul Cowman and Sarah spent a few days with me which included 'Wet and Windy Wednesday', 27 October. We had quite an eventful trip back from Truro, taking 2½ hours to reach St. Mawes instead of the customary ½ and ¾ hours, give or take the ferry. We weren't able to cross by the King Harry Ferry because the tide was so high that the ramp did not reach dry land. So we had to go the long way round, via Truro and from there it was a snail's pace crawl to Tresillian where there was water over the road, but going single file, very slowly on the crown of the road we could ford the stream and proceed but nearer to St. Mawes the Percuil River made the road impassable and we had to cut across to the King Harry Road. We decided to see what was happening down in the village where we found the harbour area flooded with the quay submerged and waves breaking over the sea wall with great exuberance. We were lucky to have the car doused just with water for quite large stones and other debris were being thrown up as well and some hotel windows were broken. We couldn't get through the village so went back to The Crag by the way we had come and found not a leaf stirring because the gale was from the SE from which direction we are sheltered by rising ground.

The next morning in the calm following the storm, we went to Grampound to see Peter Collett and his Sofia now nearing completion and looking every inch an Omega. Paul and Sarah left in the afternoon but earlier in the week we had been to Gweek, hoping to see Elgris. We did but she was well wrapped up so our inspection was limited but enough to see that Graham Morris has a lot of work ahead. How sad that much of what Peter Mather did has been negated by subsequent neglect.

The next day was spent in preparations for the Bring & Share Lunch on the morrow and the arrival of the house-party, consisting of Alan and Judy Giles, joined later by Keith and Janet Band. All quickly became galley-slaves in the food factory.

October 30<sup>th</sup> dawned and became a perfect day for the Lunch which we were able to enjoy outside sitting on the terrace in warm sunshine. We mustered 27 souls, one of them being Paul Huggins, a non-member but the present owner of Easter, the Alan Buchanan sloop in which John Ives and I sailed to Malta in 1975. She is stationed at Mylor and is looking very well groomed. I have been promised a sail aboard if that is possible. New members present were Graham and Karen Morris and it was Graham's birthday: what a good way to celebrate it.

Sadly, some of our regulars were unable to come, among them Patrick and Lesley Gibson. Lesley had damaged a hamstring by falling when playing cricket with grandchildren. She had a brief spell in hospital then convalesced with a daughter and the last report was that she was doing some home decorating in a daughter's house. You can't keep a Giles idle for long! Lesley is Alan's sister.

Mike Broome and Liz Churchett were so enthusiastic that they arrived a week early: disappointing for them as they missed all the fun but lovely for me as I didn't have to share them. Kaila Simmons rang to apologise for her non-appearance. None of them would have been able to come on the proper day.

Keith and Janet left on Sunday after we had all been to church in St. Mawes where the service was taken by Peter Durnford, a one time HBA member in our very early years. Alan Judy and I

spent the rest of our time doing laying-up jobs at the cottage and then they brought me home to Theale on 2 November.

I had the rare pleasure of a visit from Geoff Taylor, squeezing me into his journey back to winter sunshine in Spain. He had to catch the airport bus at Calcot, close by and we had lunch. This coincided with another hurried visit from Jeremy and Eileen Cole and they were able to drive Geoff to the bus stop. Jeremy is the elder son of a schoolfriend of mine who learned to sail with us on board Sandook and Vindilis. After her marriage to a naval officer they farmed in Kenya for years but had to leave eventually. They built or, had built, a trimaran in which they sailed from Mombasa to New Zealand, accompanied by their other two children, Jane and Charles and George's 90 year old mother who sat on a deck chair knitting. I have visions of an endless muffler trailing across the Indian Ocean. Jeremy was not with them. I hadn't seen him for about forty years so we both looked a bit different. He is the same age as Colin. I hadn't met his wife before. I enjoy picking up the threads of long ago.

Reproduced is another of Geoff's interesting letters, full of useful laying-up tips, which he sent some weeks ago.

I have heard also from Anja and Jochen Schreiber giving news of the family and Jolanda.

'..... It's still a strange feeling sometimes not to own Jolanda any more, especially Jakob [kindergarten age] misses it very much. This is the name of the new owner:

Robert Tiefenbacher  
Rothenbaumchausee 77  
0-20148 Hambourg  
GERMANY

I think he is interested in joining the HBA.

'Robert is a good new owner. He looks after Jolanda very well. He is still using the same mooring we had because Kiel and the Baltic Sea offer much better sailing than Hambourg and the River Elbe.

'For one thing, it is nice to have the ability to visit our "old" Jolanda, but we don't go there often because we still feel a bit sad about it.

'Jakob is missing sailing as well. In his games he very often converts things like his bed into boats.

'On the other side, we all really enjoy an Autumn without having all the necessary work on the boat and it also makes a big difference not having all the running costs.

'We've bought ourselves a very small campervan and had a long holiday in summer. We visited the new members of the EU like Tschechen and Hungary. It was very interesting and we had a good time.

'From Hungary we travelled through Austria and the Alps. The high mountains and picturesque valleys were beautiful and impressive.

'.....It's fantastic that someone has built your Prima. We have seen the photos in the Classic Boat magazine.'

On that subject, Prima is progressing, but slowly, owing to a cash-flow problem. She needs a prospective owner to pay by instalments. There are plans afoot to move her to a new site with a larger building shed where Mike and Kaila can build another boat for which they have a contract concurrently with Prima and that should help. I last saw Prima in late September on my way to Cornwall and they were busy putting in the deck beams.

There has been a certain amount of delay in processing new members and other matters. This has been because Peter has for some time been both occupied and preoccupied by the illness and subsequent death of his mother, very recently and he has been much away from home. I'm sure that we all join in expressing our sympathy for Peter and all Mary's family. I am sorry that I shall not see her again: we had a very enjoyable few days last year when Peter and Elspeth brought Mary to The Crag.


You would feel that this letter was incomplete were I not to mention the little matter of subscriptions. We all owe a tremendous debt gratitude to Peter for his years of toil on our behalf. What better way of shewing that gratitude than by sending him a cheque or, better still by filling up a Standing Order form. It would be lovely for him to be able to leave the bilges clear of "rats" for his successor. Do also remember that if you remain in the bilges for too long, you get thrown overboard, to our great regret: we do not like to lose our members – nor their boats!

Before closing, may I repeat my plea which I have made on several occasions. I have a rather dodgy 87 year old memory and may not have sent you things such as plans or, perhaps have not even answered your letters. Please accept my apologies, abject if applicable, and get in touch again either by telephone, No. 0118 9302945 (I am nearly always at home in the evening and don't go to bed early – although I may be asleep in my chair! or, by writing to me.

Now I must stop and send this off to our Editor, Bill, who hasn't sent a single request for copy although it's long overdue. So,

My very best wishes for what is left of 2005 by the time you receive this: too late for Christmas or New Year messages I fear, and I hope you have a good year for sailing or whatever pursuit is involving you.

As ever,

Joan.

January 2005

P.S. Of course! A lovely visit from David & Elizabeth Stamp today, over from Australia for a third grandchild. Livens up the hospital day.

Today is the first time I've been able to see to read. A kind nurse sought out the only reading lamp in the hospital (maybe not) but I've had enough light to do the proof reading.

P.P.S. Please will you check your details, especially telephone numbers in both the supplement and the Year Book and give any corrections to Bill Edwards.



## Editorial

Once again the President's letter sets the scene and the sense of the 'period' from which our boats derive. I have enjoyed bringing yet another THB log (Sandook Autumn Cruise) to light and I do hope this will become a regular feature of our Newsletter.

If I may quote Maurice Griffiths - sailors needn't travel far afield to enjoy themselves – in fact, positively shouldn't. Joan's preface to the Sandook Autumn Cruise also encapsulates this feeling that 'it is not one of daring do .....'. Then of course Geoff Taylor and Mark Miller's letters remind us that there is a price to pay for owning a classic wooden boat. It is also a great responsibility, no doubt. Both writers remind us that our yachts are also capable of long distance cruising - I know from my own experience in much larger, more modern and well-crewed boats that the Irish Sea can be a lot more "daring do". Anyway, this brought back many reminders of trailer sailing around the coast of Ireland with my wife in our little Cornish Shrimper. Of course we missed out all the difficult bits - well almost - but that's another story. It was in Ireland that we developed a desire to own a 'proper yacht' and soon after we discovered THB and *Caracole*. We were based in Strangford Lough which, if you don't know, is like a mini Mediterranean but with the cold and rain! The tides are fierce and I will never forget being anchored for lunch one day and saying to a friend "those jellyfish can't half move" when I realised we were dragging our anchor and it was us rapidly leaving it behind. The clear water of the Lough also partially explains why we have just gone to the enormous trouble and expense of moving *Caracole* from the muddy waters of the Bristol Channel to the Tamar.

Another thought comes to mind that sailing is also meant to be a sociable activity and we do like to show off our boats to other like minded souls. One of the first big OGA events we went to was in Portaferry at the Western end of the Narrows linking Strangford Lough to the Irish Sea. The event registration was at a pub but we had somehow forgotten the name of it. No problem; just a few steps ashore and we heard a rousing chorus of 'Star of the County Down' coming from a pub just across the road – 'that's the place!'

Finally and continuing on an Irish theme, can I quote Bob Geldof, who once famously said whilst trying to raise money for the Band Aid Charity - 'I need your [expletive] money – well, I need your articles! So please keep your cameras and notebooks handy throughout the 2005 sailing season.

Look forward to hearing all about it.

Bill Edwards

January 2005







## Correspondence

Dear Joan,

I was hoping to see you but on my return from Plymouth, my coach went via Birmingham. Well, I feel that this year there has hardly been a summer for me. Already up north here the leaves are fluttering down like snow flakes.

The opposite side of the road from the bungalow, in both directions, is lined with huge trees, mostly sycamores, densely packed. Consequently making leaf mould is no problem. However getting buried under it, is. Also, according to Murphy's Law, you plant 10 seeds and are lucky to achieve one healthy plant whereas every sycamore seed seems to have 6' of root by next Spring. It is this what the environmentalists call renewables?

I am amazed when I look around at some of the gardens here, some quite old, where trees are growing to a size perhaps never anticipated when a 3" sapling was planted, perhaps in the 1930s. Some are majestic. My neighbour has a noble fir tree towering 20' above his two storey house. How can nature support this against gales with only a few roots whereas on our yacht we need stays attached at all levels up to the very top?

I went down to Plymouth on 1st September and spent almost 3 weeks on board on the mooring just up from Mashfords. I was scheduled to haul out at the Catamaran (Multihull) Centre at Millbrook about 2 miles up the creek from Cremyll. As there is only a trickle of water at low tide it is advisable to go upon the highest springs.

We got alongside and lifted out the mast, then lifted Watermaiden onto a trailer (formerly used for professional deliveries, but now pensioned off for shifting yachts on site) and towed her around to Richard Crane's workshop. He is an ex-Mashford shipwright whom I have known for over 20 years and now has his own workshop – soon to be

moved to larger premises, perhaps with undercover storage, in Millbrook barely 200 yards away.

We left Watermaiden on the trailer for the time being and I winterised the engine, which consisted of detaching water pipe from inlet and through a funnel filling up the block with antifreeze. Since the engine is a Volvo MB10A petrol engine it was easy to take out the plugs and crank her over with the handle to draw the water through. Then both inlet and outlet pipes were plugged and a sign posted on the engine to warn not to turn.

Then a spray of WD40 all around and into the cylinders. Plugs replaced. The battery was disconnected completely having given it a charge from the mains previously after topping up with water.

The fresh water tanks were empty so no precaution necessary there, otherwise I would have drained them. Then I made a strong back from square section wood, two lengths joined end to end with a third shorter piece overlapping both and screwed to them. A whipping was also put on each as an extra safeguard.

The strong back was supported on the bow and stern pulpits and rested also on fenders at each end of the upturned hard dinghy. Extra post supports were fitted, two on the foredeck and one in the cockpit. With several lateral ties down to eyebolts or drain plates, the whole was a substantial frame over which my 30' x 16' tarpaulin was laid after first padding all likely chafe areas with material from around the yard and which would have been thrown out. Stanchions were of course removed. I have always made it a point of having the stanchions free in the sockets and the guard wires lashed at the stern so that I can release all in a few minutes and have a clear side deck. This would be invaluable for a man overboard (assuming you have a crew). However it is also useful for rubbing down and varnishing the toe rail to have them removed.

I have an old lorry tarpaulin from the dockyard surplus store which although short, I throw over first. This further lessens the possibility of chafe. Around the stern and rudder I usually drape an old sail lashed in as this seems to be an area susceptible to a drying wind when the yacht is left out of doors.

I shall be off to Spain soon and be back early April to enjoy a longer summer and in time to grow more seedlings etc which I was unable to do this year having returned mid-June.

Once I had Watermaiden ashore, I saw several things which I would like to overhaul, apart from the usual paint and varnish. Many of the galvanised fittings would benefit from a removal and clean up and re-galvanising. So next Summer I shall go down during a fine spell and start a refit. Since I now have the Hurley 27 in Ayamonte, as accommodation in the winter, I am not constrained as far as time is concerned in when I re-launch. I shall probably leave for Spain early November now.

Regards, Geoff



Dear Bill,

I sailed many miles in 'Cruinneag' without guard-rails but I would comment that the foredeck was a lonely place at the dead of night in a force 8 or thereabouts, a shrieking wind, seas breaking over the deck, and me wrestling to take off a heads'l. 'One hand for the ship and one for yourself' sounds good leaning on a bar talking boats, but it ain't much comfort in circumstances I outline above. A line around my waist and led to the mast with some slack had some sort of comfort (psychologically!). But oh! For the stout guard-rails on 'Lindy II'. Real ones, waist high, firmly fixed, and with rope, not wire, running through openings. Rope is so much more easy to hold on easy to hold on to than wire, and it looks better too; if anyone is cosmetically inclined that way.

**Albert Strange Association (ASA).** In days of yore when I was Secretary of the newly born HBA, I had correspondence with Bill

James who was then Hon. Sec. Of the ASA. I seem to remember talking over with Joan about some sort of loose cooperation between the two groups, but it was never taken up. I'm so glad that both Associations have now decided to become Associates of the fellow 'mob'. After all we do have so much in common.

I do agree with John Letcher that it is too much to ask any yacht to be 'perfectly balanced in all conditions'. I could add that a yawl rig does help as I found with 'Lindy II'. **Comfort Ratio.** Good comments – all true. But what about cockpit comfort? Most are either too narrow that it is a 'foot-scrabble' between those sitting to port and those to starboard. Make them too wide and it is not possible for anyone sitting to weather to brace feet on the side of the lee seat. Angles of seat and back do not seem to be considered by designers or builders, but those of us who have spent hours at the tiller (or, maybe, the wheel) get to thinking hard and long about such details. Again, the height of the seat from the cockpit needs thinking about so that one can sit in comparative comfort. Luckily, those of us who sail in (or have sailed in) HB designed boats do know that one is in, and safely in the vessel.

Kindest Regards, Ron Goodhand



*email* Dear Bill

I have a 1922 Harrison Butler Cyclone I, with an extended LOA of 23ft, built in 1922 by Coxen, Portsmouth. Unfortunately I have started to restore her but do not have the time to finish the project.

She is built of pitch pine on oak, has a Renault 6hp diesel engine, an alloy mast and boom, and a lead keel. The main work that needs to be completed is the new deck. I would like to cover my losses at this stage and therefore I am only asking £1000.

Yours sincerely, Laurence Hebson  
bryony.hebson@virgin.net



## Sandook Autumn Cruise 1914

*The following account of Sandook's Autumn Cruise is not one of daring do or high profile sailing but rather of a gentle "Solent potter". It took place in the very early days of the Great War which started in August 1914, when the pace of life was less phrenetic than it is today.*

*"The children" were Rupert, Eric & Nora, aged roughly 14, 12 & 10, an inexperienced crew since Sandook had been bought but two years earlier. My sister Cynthia and I were not even a hint of a glint in anyone's eye.*

*Mistakes and mishaps are not omitted from Sandook's log book nor the simple pleasures such as blackberrying. My mother's (Nellie's) allergic reaction to mushrooms persisted to the extent that I would never use fat in which mushrooms had been fried when cooking for her.*

*The "Russians" must have been one of the biggest rumours of the war: they seemed to have passed through the whole country and in the early 'thirties, when staying in a boarding-house in Borth, a small village on the Cardiganshire coast we learned that they had been there too. 'Snow on their boots and each had a little bear? One sister recalled these "facts" which were confirmed minutes latter by her sister!*

*While writing the piece for the newsletter I was interested by the mention of the medic, Handfield-Jones for I had just spoken on the telephone to one of my St Mawes friends whose husband, a retired G.P. is probably his son.*

*Memories of my own childhood rose up as I wrote down all the familiar names of people and boats. I was born in August 1917 and life hadn't changed greatly. Sandook still had no engine – not until 1931 or '32 and she still ran aground quite often and had to be kedged off. I remember meeting Percy Westerman but cannot recall his face. The denizens of the Hamble River fleet have always been part of the back-drop of my life – less so, now, sadly.*

Mrs Joan Jardine-Brown

**August 28<sup>th</sup> Friday** - Left Birmingham at 2.16 by L.N.W. Ry. Called at Leamington for bag and then caught the 3.19. Train full of Kitchener's "pups", a very rough lot. Arrived St Denys at 8.0 p.m. but the Bursledon train had just gone so went on to the Docks and had some coffee and buns.

On the way, passed a long Red Cross train full of the wounded from Mons going to Netley [military hospital]. Arrived at Bursledon at 10.30. Hailed Sandook for a long time. Nellie came off in her "robe de nuit" and a jacket and skirt. Found that the boys [Rupert and Eric] had not rove the gear or even put it on board.

**August 29<sup>th</sup>** - Spent the morning reeving the gear and getting the sea and shipping stores. Let go mooring at about 12.30. Wind S.W., H.W. 3.42, wind light, tide foul. Picked up a mooring alongside Gulnare and astern of Bluebird.

On the way down, we ran aground below boom-boats but kedged off at once. Spent the evening on Gulnare discussing the war and the report that Russians had landed from Archangel in Scotland en route for Ostend to reinforce our men. The [crossing] of Louvaine is the chief item of news.

**August 30<sup>th</sup>** - Stayed on mooring all day. We all had a bad night on Friday so we overslept and did not turn out till 9.0. Handfield-Jones came over from West End where he is doing a locum and had tea with us. Earlier we had a lovely bathe. It was a very hot day, steaming hot, as was Saturday. No wind all day.

**August 31<sup>st</sup>** - Very hot stuffy. Lots of thunder in the air but none heard. HW 6.40 & 7.15. At 11.30 a little breeze from the SW sprang up. Eric and I left on board shifted our berth to an outside mooring just stemming the ebb with headsails and peak of main. At 12.0, let go mooring but the buoy can caught between our rudder and stern-post and we could not free it until the ebb ceased.

Started to beat out of the Hamble against flood with a light SW wind. Fortunately Tern III took us in tow and we eventually reached Buckler's Hard [Beaulieu River] at 6.0. Anchored above Lobster Fishery boat.

We got a little S. breeze outside. About 2 Dozen tramps and liners (including Carishooke Castle, Red Cross ship) anchored off Cowes and down to Ryde, Southampton closed again, probably to ship the Russians. Read full account of naval battle off Heligoland. The Arethusa and a destroyer squadron sank three German light cruisers and some destroyers. Spread awning at night as sky looked wet.

**September 1<sup>st</sup>** - Fine morning. ESE breeze and not so hot. After two strenuous hours employed in a general clean up, put the whole crew ashore at Gilbury Hard to walk to Exbury for stores and papers. Then visited Norseman and had a long chat with the Westermans [P.C. Westerman, author of adventure stories with a nautical flavour]. Then the Yates of Lona III joined us. Visited Lona, a nice little fast cruiser but defective in freeboard and said to be no good in a sea. Norseman, a double ended 8 ton ketch has less room than we have. Lona has a convenient galley in a vestibule at the foot of the ladder. An athwartship hammock can be fitted at the after end of the cabin.

The Westermans and the Yates came to tea and then we all visited Maud. The children went ashore to pick blackberries.

**September 2<sup>nd</sup>** - Bar 30.3 at which it has stood since I came down. Wind SE light HW Portsmouth 10.14 Beaulieu 9.0, HW Newtown 8.30, 2.10. Tide to W 8.14 E 2.15. We agreed to make a joint cruise to Newtown in company with Norseman and Lona. Lona got off last but soon passed the fleet. Norseman led. We worked down the river to the Needs Oare Lake known locally as the Bull Run. We just laid our course through and had plenty of water. Norseman draws 6ft. Tide high but halfway between springs and neaps. Got anchor 9.0 am, Bull Run 10.0 kept the ship full and bye to avoid being set down by tide. Anchored at Newtown at 11.15. The wind headed us and we had to work in, escaping the mud more by good luck than skill. A jolly little place seen on an ideal day. Had beans and mushrooms for dinner and then went ashore from stores and to borrow a paper. Nellie walked to a village with Mrs Yates and Westerman and got bread. She returned onboard and was violently sick, mushrooms do not suit her. I had tea on Lona: she is kept very neat and clean. Norseman outsailed Sandook which is very foul and sailing abominably in consequence.

**September 3<sup>rd</sup>** - Bar 30.2 HW Portsmouth 10.54 / 11.15 Newtown 9.10 Tide to W 8.4 to E 2.55. Got anchor at 9.15 and Norseman steered alongside to take a warp but she missed it yet again. We were soon aground. She got our line the third time and pulled us off.

Wind light ENE. Dropped the warp off Newtown Buoy and then lost deck scrubbers OB.. Fetched it in dinghy. Norseman returned thinking we had man OB. Norseman now definitely out sailed us and we got less and less breeze and the very strong tide carried us down the Solent. It was extremely hot. In Fiddlers Race the pace grew hotter. It was now a dead calm but the race was rippled all over with here and there a swirling circle. We rushed through Hurst Narrows into the forbidden waters which stretch from Hurst to the Needles.

The Bonnie Doon, flying the Blue ensign hove alongside and asked us who we were and why we were there. The answer was obvious and the question need never have been asked. I first expected that we should drift through the N Channel but the Needles claimed us. The Queen, with the Blue ensign passed us without observations.

We got down to the Warden Buoy when a gun flashed from Hurst with a blank. We immediately furled headsails and lowered the peak to show that there was no ill feeling. A S. breeze sprang up and we began to go through the water but though reaching for Hurst, we steadily drifted down to Alum Bay.

A War Office tug now hove alongside and her skippers shouted, 'I am to take the name of yacht and owner, take you to Fort Victoria to await further instructions'. So we have had a free tow back to the War Office jetty there. After lunching astern of the tug a very courteous young officer apologetically told us that probably we did not realize that the Needles was closed. We said we did but had been taken down by the spring ebb. At 3.0 pm we cast off and hoisted the jib. The S. wind soon carried us over to Jack in the Basket [at the mouth of the Lymington River] and at 4.0 exactly we picked up Hanson's mooring [Hon. Sec. of Cruising Association] just below Norseman and Lona I.

**September 4<sup>th</sup>** - Decided that a scrub was absolutely necessary so at 10.0 [?]Bran came off and under jib we ran up to his jetty and, with a bag of shavings alongside, lay comfortably alongside. The scrub was well done and cost 6/- shillings [30p] It blew hard all day and during the night. We did not like the idea of a heavy beat to windward so remained all day alongside.

**September 5<sup>th</sup>** - Blowing hard from the SE. white horses outside. Bar 30.1 At 11.0 we headed off to a mooring off the pontoon where we almost dried out at low tide. We listed onto the bank at about 40°. Fortunately we had tea ashore with the Hansons.

**September 6<sup>th</sup>** - Last night at 9.0 pm we towed and swept down to Wasp's mooring off Earn Lake. At 4.0 – 4.30 am we were to be off!

HW Lymington 11.7 LW 5.0 am.

HW Southampton 11.30. Tide to E 4.50 am, to W 10.35

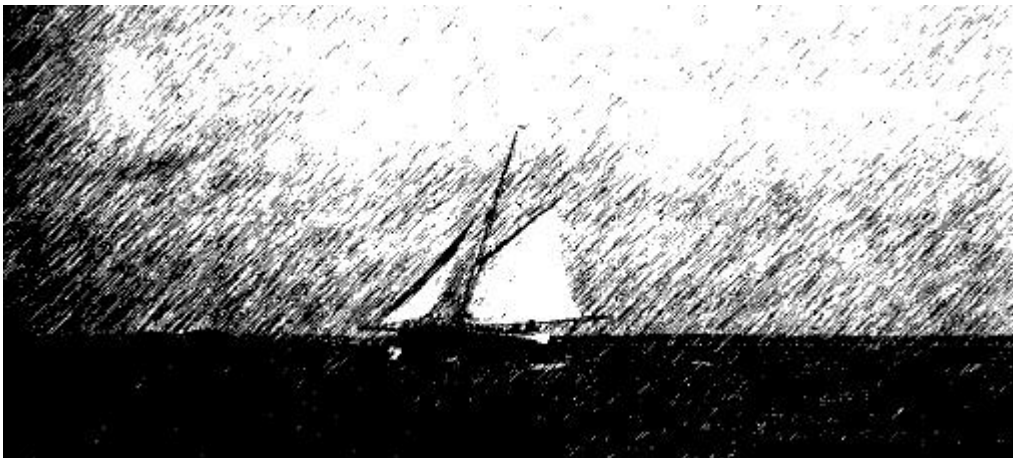
Dropped mooring at 5.20; owing to a mistake in the time we got up too late. Wind N! At once went aground near the middle of the river and remained for about 20 minutes. Passed Jack in the Basket at 6.15. Wind NE outside Force 2 Solent Banks abeam 6.45, East Lepe 7.25 Wind now E. West Brambles 7.40. Ran on towards Wooton and then opened away for Calshot which came abeam at 10.0 am Wins SE. Anchored off Netley at 10.30 in 3 fathoms and 1 foot. Rolled badly on 1<sup>st</sup> ebb and dinghy troublesome. Fresh SW breeze which backed to SE Force 3. Up anchor at 1.30 just before ebb makes out. Fine beat down the Water. Sandook after her scrub sailed grandly making easily at 7.5 pt. course. Picked up the old mooring at Hamble at 3.10. A lovely day, bright sunshine but not unduly hot.

**September 7<sup>th</sup>** - HW Hamble at noon. Dropped mooring at 10.0 and sailed up to Buisledon and picked up Ianthe's mooring, a vile berth in the "eddy tide". Dismantled the ship and stowed sails and gear in the store. In afternoon had tea on Tern III [Claud Worth's yacht] and visited Abdy Williams. Had a fine bathe as we also did at Newtown and other spots. Nora did a stomach dive which resulted in dewy eyes.

**September 8<sup>th</sup>** - Caught 9.42 and on arriving at Basingstoke found that there was no train till 4.30! Went on to Waterloo and thence home for tea via Paddington. Passed many trains laden with artillery going to Southampton.

Sandook is to be hauled up this winter for a good dry. The "mechanical toy" is leaking and a bad smell pervades the ship. [This was abandoned at a later date in favour of a bucket in the eyes of the boat]

THB



# ‘Twas the Year of the Pig

By Alan & Judy Giles

Twenty seven members of the HBA arrived at The Crag in glorious sunshine on Saturday, October 30<sup>th</sup> to a Bring & Share lunch hosted by Joan, who had, as always, arranged everything to perfection including the weather!

As each guest arrived, bearing their edible goodies the buffet table began to fill, until it was groaning under the weight of good food.

Joan surveyed the colourful spread and said “Do you know, it is the year of the Pig!” and sure enough we had baked ham, pork pies, pork curry, sausages and sausage rolls.

The JJ-B salad and broccoli and lemon salad (specialities of the house) disappeared very swiftly and were much appreciated, as were all the puds. There was the usual vagueness about numbers when Priscilla ‘phoned to enquire how many meringues she should make – there is always a slight over-estimation and the house guests (this time Janet and Keith Band and Judy and Alan Giles) duly benefited at supper time.

It was splendid to see so many West Country members sitting on the terrace, enjoying the beautiful day, the delicious food, good company to say nothing of the fantastic view and exchanging boat talk.

An extra bonus came in the shape of birthday cake, as it was THE day for new member Graham Morris. He and his wife Karen are now the owners of Elgris, and she had brought cakes for us to share.

So, another day of happy memories and once again thank you, Joan, from all of us who were able to join you at The Crag.



*OJB & THB in the English Channel*

# An Ex-Editor Cogitates

By Mark Miller

## Bilge Keels

Since the end of WWII in 1945 boat building has developed from a cottage industry to a multi-million pound business employing thousands of people.

As the popularity of the sport of sailing increased so did the demand for moorings. Deep water moorings became scarce. Drying moorings were not suitable for keel boats. Designers began to think about shoal draught. Traditionally this involved a centre-board or lee-boards. Centre-board cases leak and divide available accommodation space in half. Lee-boards were fitted to barge yachts and occasionally lifeboat conversions but never found great favour.

A new alternative appeared - bilge keels. These did not intrude on the accommodation, were comparatively easy to fit and enabled a boat to dry out comfortably on a level bottom.

Although these had been pioneered by Robin Balfour (later Lord Riverdale of Sheffield) in 1922, and thoroughly tested in his yachts the idea did not become popular until many years later.\*

It would need some careful research to establish which designer was first to resurrect the bilge keel concept post war. They were used by Maurice Griffiths in his Eventide and Waterwitch and Robert Tucker drew them in many of his popular designs for home construction.

When G.R.P. became the accepted method of construction many designs offered the option of deep keel or bilge keels. It is understood that the Westerly Centaur was designed by Laurent Giles, from the start as a bilge keeler. She was tank tested at Southampton University's Woolfson Unit. This is thought to be the first time that such work had been undertaken on a production boat. Approximately 2,500 have been built over the years.

Bilge keels were an option in other Westerly productions and were used by Moodys, Sadlers, Hunters and other series builders. More research was completed and ultimately bilge keels seemed able to combine windward ability with shoal draught, offering a performance comparable with deep draught versions of the same hull.

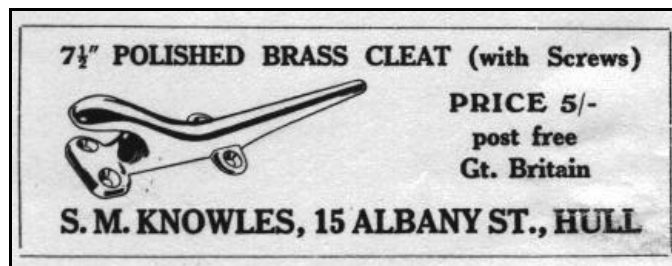
Now due to a combination of inflation, the rising price of oil, market forces etc., very few boats and cabin sailing boats are being built in the 20 – 30ft range. Well known builders have gone bankrupt and others only offer larger boats. The second hand market is awash with craft.

Maybe the sailing boom is coming to an end and only the very wealthy will be able to afford to buy new boats.

But at the top of a creek somewhere, unnoticed by the planners, there will be the enthusiast building a small wooden cruising boat of strip planked or cold moulded construction to his own ideas. I hope he will remember the advantages of bilge keels.

\* "A life, a Sail, a Changing Sea" by Lord Riverdale. Hutton Press Ltd 1995, price £12.95. ISBN 1 872167 76 4.

## Polished Brass Cleat



Fancy a pair of cleats as above? Amazed at the price? Please do not send any orders – the advertisement appeared in Yachting Monthly of April 1933!



S.M. Knowles was the gentleman who built Diana, a Cyclone design, in 1929. The original story of her building can be found in the June 1929 Yachting Monthly. (I think the account may also have been reproduced in an early number of our Newsletter)

He joined the Humber Yawl Club about 1921 and built Iris, a fifteen foot half-decker to a design by C. Villiers Johnson which had won a YM competition. She was believed to be the first boat in the club to set a Bermudian mainsail.

The Humber Yawl Club was a remarkable organisation. Not only did many members build their own boats, often yawl rigged – hence the name, but they designed them as well. In those days YM promoted regular design competitions. These were open to all, both professionals and amateurs. Stanley Knowles submitted entries in at least two competitions. One in 1935 for a Motor-Sailer and another in 1936 for a 30' WL Auxiliary Cruiser.

Although he was not a winner, it is interesting to see his name listed as a competitor with others such as W.M. Blake, Norman Dallimore and Robert Clark, who either became or already were well known as successful designers.

I believe a 'History of the Humber Yawl Club' is being written. This will be a fascinating book to read.

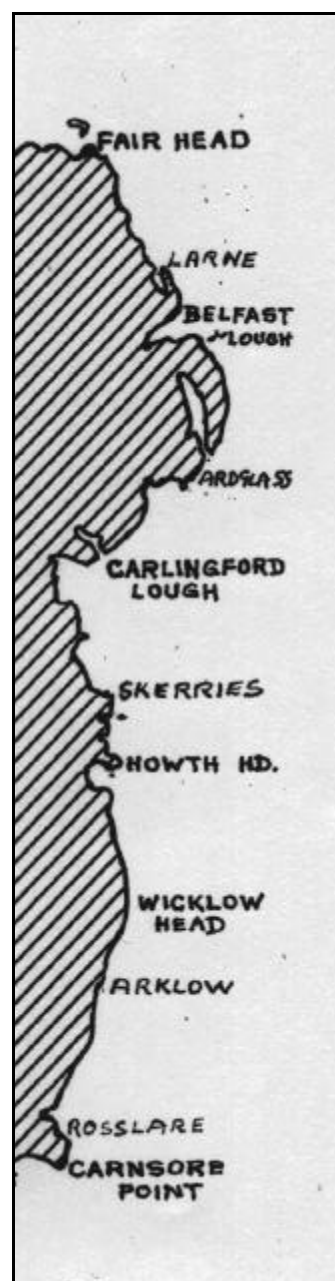
### **Ireland – East Coast**

Sailing up the Irish Sea we tend to favour the Irish Coast because it is usually the weather shore. This year we made Rosslare from Milford Haven, anchoring overnight well to the West of the Ferry Harbour. This is a sheltered spot, provided the wind does not go round to the North or East. There are no facilities unless you are prepared for a long row ashore. Only a fair weather anchorage.

Arklow was our next stop, having carried a fair tide up the coast behind the banks. There are some alongside berths on the starboard hand up the river. To reach these involves turning across the stream and through the lines of moored yachts. Cinnamon Lady is too big for this manoeuvre and neither would she fit in the miniscule marina which has recently been opened. So we always berth in the dock on the port side. This is somewhat scruffy but there is a toilet at the RNLi office and water from a tap on the dociside. Try for a berth alongside a fishing boat being re-fitted or you may have to move very early in the morning. Good shopping in the town is about 10 minutes walk.

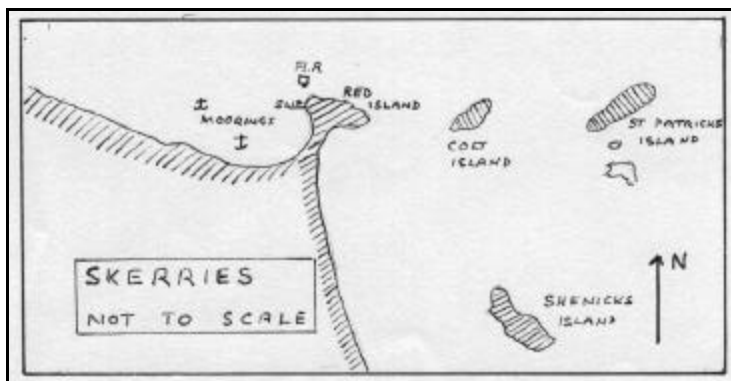
We have been into Wicklow but this year carried on to take full advantage of a favourable tidal stream. Dindy, with whom we shared a number of harbours during the cruise, reported that they found room to anchor in Wicklow to the South of the West Pier.

There are various possibilities in the Dublin area. There are marinas at Dunlaoghaire, Howth and Malahide – none of them cheap – so we anchored off Velvet Strand, a length of sandy beach just past Howth Harbour. We have anchored here in the past, but this time the wind which had been comfortably offshore, changed direction and blew parallel to the shore. After a somewhat rolly lunch we thought it sensible to move.





Although the wind was favourable it was now later afternoon and the thought of an overnight passage to Belfast Lough did not appeal Priscilla looked at the chart and thought that Skerries would be a good anchorage. So off we went. We had sailed past Skerries on previous cruises but always offshore between St. Patrick's Island and Rockabill.



It did not take long with a fair wind to cover the twelve miles involved and having carefully left the red can buoy to port soon found a anchorage clear of the moorings. The yacht club launch came out to offer a lift ashore but we opted to stay aboard in the very peaceful conditions.

There is very little stream in the large bay between Skerries and St. John's Point, just south of Ardglass, so next day we made a long passage round to Belfast Lough. We picked up the favourable stream at the South Rock L.V. and carried it nicely through Donaghadee Sound. With a Southerly wind, we had another anchorage with a long row to the beach followed by a walk to the shops. We stayed onboard!

On the return trip, we spent one night in Ballyholme Bay but were happy to scuttle into the splendid Bangor Marina when gales were forecast, correctly, on the radio. Due to the narrow space available it was difficult to berth head to wind and I was pleased when David Roberts from Dindy strode down the pontoon to take a line.

Some sailing people, including many marina employees, are puzzled when thrown a line from our bow and asked to make it fast to a cleat on the pontoon nearer our stern. Their only thought is that it is a bow line and as such should be hauled in and made up on the nearest cleat. What I need is a spring on which to go slow ahead and bring the boat alongside without any fuss. David understood exactly what I was trying to achieve.

On the way further North we left Belfast Lough and had a stiff beat up the coast past Larne. Browns Bay, just outside Larne Harbour, is a possible anchorage, but no

good with the wind in the North. The entrance to the Lough is narrow and bedevilled by ferries.

On previous trips, we have gone alongside in Cairlough – very small and crowded or anchored in Red Bay or Glenarm Bay – both good holding and sheltered with the wind in the west or south. This time the wind dropped so we motored past the Mull of Kintyre and picked up a H.I.D.B. mooring at Gigha. (Dindy reported later that there is now a reasonably priced marina in Glenarm Bay)

On the return trip, we called at Bangor as mentioned above. Then an easy passage round to Strangford Lough. The entrance needs care and I really must think about acquiring a more up to date chart. On a future visit I would like to spend some days exploring this area. I have mentioned the entrance to Carlingford Lough in a previous newsletter. On this occasion we arrived at the right time with the flood tide in our favour. For a change we anchored off Killowen Point on the Northern Ireland side. The frontier between Ulster and the Republic runs down the center of the Lough.

After Carlingford we made a return visit to Skerries. This anchorage is now definitely on our list. We left in poor visibility which soon became fog and banished all thoughts of a sail down to Arklow. We could have gone into Howth Marina, which we know, but opted for Malahide.

This was a mistake. The entrance to the creek is very narrow and the stream runs through the marina. The outer breakwater is just a line of pontoons not a solid structure built up from the sea-bed. The

village appears like a film set and is obviously an up-market suburb of Dublin. It is the only harbour I have ever found which encouraged jet skis by providing drive-in berths for them! Amazing!

In favour I must remark that the member of staff on duty over the weekend was extremely helpful.

Bad weather delayed us for some days in Arklow, where we again met Dindy. We escaped eventually to Kilmore Quay, just South of Carnsore Point. From there we crossed to Milford Haven in a blow under Jib and Mizzen. Dindy made the passage straight from Arklow on the same day. Tough characters Jan and David.

Sailing along the East Coast of Ireland, the scenery is attractive pastoral in the South becoming more rugged

passing the mountains of Mourne going North. Some of the harbours are rather commercial but anchorages can be found.

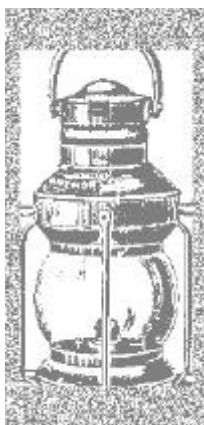
A recent edition of the "Sailing Directions for the East and North Coast of Ireland" ISBN 0950171743, published by the Irish Cruising Club is essential

### **The Survival of Wooden Boats**

I believe that 1965 was the first year that the number of glass fibre exhibits at the Boat Show exceeded those built of wood. It is a fact that since that date very few wooden boats, apart from dinghies, have been built.

This means that most wooden boats are at least 40 years old. Many even older. Eventually some re-building is necessary. Many owners tackle this themselves. Some are competent, others not so gifted so the deterioration continues. Professional shipwrights may caulk a garboard and so stop a leak but would an owner be prepared to pay for new floors and some re-fastening to effect a permanent cure?

The number of people today prepared to take on the work involved in maintaining a wooden cruising boat is less than the number of such boats on the market. So the chainsaw, though a sad end, is, in some cases inevitable.





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## CALENDAR EVENTS

26<sup>th</sup> February 2005    The Harrison Butler Association AGM  
To be confirmed    Bring & Share Lunch  
October – day to be confirmed    Laying-up Supper at



## SUMMER ISSUE: No. 61

Copy date for the next issue: 31 May 2005

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