

HARRISON

BUTLER

ASSOCIATION



No. 18

NEWSLETTER

AUTUMN

1983



OUR PRESIDENT'S LETTER  
Including Secretarial Matters

November 1983

The Chestnuts.

Dear Members,

We have missed Jack and Jean Lewis from our meetings in recent years, owing to Jack's illness and I have just learned that Jack died in September. The Association joins in sympathy with Jean and her family. Jack had owned DORADO OF KEYHAVEN for about 40 years and he was a well-loved member. I hope that the friendship and concern of the HBA will bring comfort to Jean.

By contrast we have had a very good infusion of new members this year and their names are added to the enclosed supplement to the 1983 Members List which I hope corrects all the mistakes I made in it. I apologise for these and for the omission of some members' names. Several boats have changed hands and in this context our sympathy goes out to those who have had to part with their boats after sharing their lives with them for many years. There comes a time, inevitably, when sensibleness (if there be such a word) has to take precedence over sensibility and usually that happens before one is well established in one's eighties. Bill Forster has sold JASLIA but he is our current Chairman and we shall not lose sight of him and Edith.

Quite another circumstance caused Eric and Val Marner to part with DESTINA for, shortly after she had been put on her mooring at Upnor after an extensive 50th birthday refit, she was run down by a commercial vessel and was damaged extensively. It's a devastating way to lose one's boat but Eric and Val have considerable personal buoyancy and they are afloat again mentally and physically though not in an H.B. boat. DESTINA, I am glad to be able to report, is recovering from her injuries in the hands of her new owner.

It surprised me to learn that one of the quirks of maritime law is that although it's the gross tonnage that does the damage in a collision, compensation is based on the registered tonnage, which means that adequate insurance is essential if one is to be reimbursed adequately.

Keith Smith has sold MOUETTE, (ex. CYCLONE; the one we were seeking in Australia) and wrote to tell us how very well she has done in local races. Yes Keith, MOUETTE probably does hold the record for H.B. successes in racing because on the whole H.B. boats are used for cruising. I think very few take part in races. I'm very glad to hear of MOUETTE's successes because it bears out what I have always thought; that H.B. boats are much faster than one would expect, given their displacement.

I am not going to mention all the changes of ownership as space is limited but they are in the list.

Suffice it to say that all our new members are very welcome in the Association and I look forward to seeing new faces joining us at the A.G.M.

I had the pleasure of meeting several new members at our Laying-up Supper where the star attraction was "Transatlantic Emma" Richardson, the 15 months-old daughter of Simon and Penny, with whom she had returned from the U.S.A. in ASKADIL a month earlier. The Jolly Sailor at Bursledon proved to be a very happy choice of milieu and, quite by chance, our date coincided with the Used Boat Show across the river which may have accounted in part for our record attendance of 42 members and friends. Encouraged by the obvious enjoyment we all shared I have made a provisional booking for the corresponding Saturday in 1984, to be confirmed or rejected after the A.G.M.

The A.G.M. is being held as usual in my home, on February 25th., just 10 years and one month after our first General Meeting and among other matters on the agenda we shall complete the revision of the Constitution. There is one clause outstanding. This is clause 2.ii under the heading:

2.OBJECTIVES

(2.i - To collect and record all relevant information on the yacht designs of Dr.T.Harrison Butler.)

2.ii - "To make information on these designs, and on boats built to these designs, available to any interested party, conditional upon certain charges being levied for particular information, e.g. drawings, line offsets, &c. The drawings, &c. referred to being the property of the Harrison Butler family and the Association dealing with such information only through the holder of the copyright."

T.H.B. would never have said: "Cross my palm or else....." and was always ready to give help, advice and information about his designs. There was a reason for inserting the "condition" at the time of drawing up the Constitution but it is no longer relevant and I feel very strongly that the clause should be re-worded to bring it into line with my father's philosophy.

Do, if there are any points you would like to have raised at the A.G.M., on any pertinent subject, let me know beforehand or, better still, come yourself. I look forward to just such another gathering as at the Laying-up Supper and, lest any newcomers be put off by the title A.G.M., be assured, the actual Business part uses only about 1½ hours in the afternoon after a buffet lunch. All I ask is that if at all possible you give me at least a week's notice of your intention to come ( a form is included with Newsletter) because it makes the catering/cooking much simpler for me. A few last minute notifications can usually be fitted in. It is an excellent opportunity for exchange of news and information and is the forum for your participation in the running of the Association.

Accounts of AMIRI's cruise to Tasmania and WATERMAIDEN's to Portugal (she's already reached Madeira and no doubt that is now old hat too) have been sent to me and if they don't appear in this number they will in the next (the Editor allocates space - so I mustn't use up too much.) Thank you, Richard and Maureen Lee and Geoffrey Taylor. Don't apologise Geoff for your seeming anti-social streak: it is much better that WATERMAIDEN should be being used at sea rather than sitting at anchor so that you can join in with our social junketings. Send us more news from time to time and we will forgive your absences. I am glad I caught up with you on one of your rare incursions on to dry land.

I have been afloat myself this summer as I was invited, on the recommendation of a great-nephew who described me as 'one of the less tiresome members of the family' (praise indeed) to join a niece, nephew and his wife and her brother for a fortnight's cruise on French Canals. Not a sail in sight, sadly, but it was a new experience and we had an interesting and enjoyable two weeks aboard a purpose-built, very uncomfortable (for sitting) plastic canal boat with an efficient diesel engine and ditto heater. This was welcome as it was perishing cold and soaking wet most of the time though we did have four hot sunny days. Dew was ice one morning when we were high up on the watershed at Pouilly-en-Ansoix which we had reached after climbing up 76 locks from St. John-de-Losne, via Dijon.

We also had to pass through a straight black tunnel in which the pin-point of light ahead was exchanged with the daylight we left behind at the entrance. During the half-hour it took to go through the tunnel I recited Milton's description of hell from Paradise Lost which seemed appropriate but was not appreciated. Dire warnings at either end tell of a live wire stretched along the roof for the use of the "trolley-barges" which repair the tunnel. There is one way traffic and the lock-keeper has to be notified of one's intention to use the tunnel.

Unfortunately, we had to return the way we had come but downhill, which was easier in the locks. It is a repetitious form of travel but there was beauty on the banks with abundant and splendid wild flowers and we heard and saw lots of birds including kingfishers and a grey heron and the scenery was very pleasant mostly and varied. Round-headed, rather than Lombardy poplars were most prevalent on the canal bank and many were festooned with mistletoe. The river Onche sped by, alongside the canal for most of the way.

We had but one choice of route, the Canal de Bourgogne from St. John de Losne because the river Saone which gave access to other canals was in spate and unsafe for the hire-boats. All were unknown to us so that it was no hardship. There seemed to be very little commercial traffic on the canal for which flooding elsewhere may have been partly responsible.

We were taken by car to Chateauneuf (Cote d'Or, not du Pape), a medieval village on the top of a hill; which we could see from the Canal and at another anchorage a miniature train on the bank (a club railway) was investigated by the males. At another stopping place we were diverted (mentally) by a veteran car rally passing by - and back again later, rather merrily.

There is a degree of consultation between the Editor and myself and we have decided this time to feature VINDILIS, built for my father to the design "Davinka", up-dated to become "Davinka/Vindilis". This has no connection with the Vindilis design to which DILYS and QUEST were built and, just to add to the confusion, Boyd and Desiree Campbell's DAVINKA was built to the "Bogle" design! LINDY II is a sistership to VINDILIS.

We used to visit Moody's yard frequently while they were building VINDILIS and some alterations were made to the accomodation plan, the main bulkhead being moved aft of the mast and water-tanks fitted below the cabin seats. She was the most comfortable boat of her size which I had known and with 39 lockers there was no excuse for "clat". Very little stowing was necessary when we put to sea as almost everything had its appointed place.

VINDILIS was launched by my mother in an unorthodox manner, i.e. from on board as Moody's hadn't got the launching procedure properly organized at the time. And she was christened with a half-bottle of sherry which also is not the usual tittle for a launching. This was on April 6th.1935 and in the evening we gave a supper to all the Moodys and the Moody's men who had built VINDILIS.

There were teething troubles and I recollect several sessions with pigs of lead in awkward places but the end result was very good, a well-balanced ship and a joy to sail. She was always painted black which enhanced her lines just as a black dress better becomes a plump woman than a lighter one. The cover picture shews her spinnaker which was small by racing standards but useful when cruising and easily handled.

My father sold VINDILIS during the war as all his family had married and he realised that afterwards a smaller boat would be required though as he died in 1945 the need did not arise. VINDILIS was bought by a Mr.F.R.Hole who later went to Australia and it's interesting to read that AMIRI was surveyed recently by his son. Incidentally, we didn't have a ship's bell as such; merely a bell stowed in a cockpit locker in case we were ever in fog at anchor.

When I sailed in VINDILIS in 1976 after an interval of 37 years I found, inevitably I suppose, that alterations had been made both above and below deck. They are not in my opinion improvements and indeed her sailing qualities seemed to have been impaired for Alastair James complained that she did not sail well to windward. She did in our day. I think she lacked trimming ballast as her bow

appeared very high.

I've probably written far too much so I'll just wish you all a merry whatever the season is when this reaches you and - keep cruising!

Yours, as ever,

Joan.

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C O R R E S P O N D E N C E

WATERMAIDEN

Villamoura

Portugal.

14th. August 1983

Dear Joan,

I received your circular re the Laying-up Supper. Unfortunately once again I have to admit that I shall not be free to come since I am off on my wanderings again. I really feel a bit anti-social always having an excuse not to participate.

We set off about three weeks ago, after a false start the previous week when I had to return to have the garboard recaulked. She's always been a tight boat but after my 12 months ashore she was taking in too much. Also Mashford's put another stopwater in the stem scarf. Things seem to be now under control but she's not as dry as previously. We'll see how it goes.

From Plymouth we had a rocketing sail across Biscay - winds up to about 7 from NNE to NE. Best day's run of 132 n.miles and one night of about 7 hours running under bare poles at about 3 knots. All under the control of Mr. Aries. My crew, who would persist in venturing into the cockpit got dunked twice, much to my mirth. No doubt he would eventually learn to take a quick look round and get below "tout de suite" into the warm.

Anyway Bayona was reached in a week (700 miles since we were swept a little far off and had to make our landfall from the west). This is a very pleasant anchorage with good facilities for water and provisions.

The next leg which ought to have been a run down the coast in the Portuguese trades turned out to be a frustrating week of calms and force 1 winds sometimes on the nose. Four nights in a row we spent about 9 hours in a flat calm with condensation dripping off the sails. One morning viz was down to about half-a-mile. Luckily we were off the traffic lanes.

Then we had the spectacle of an almost stationery thunder and lightning

storm the like of which I had never before seen and which lasted all night. There wasn't a breath of wind in it, (fortunately or unfortunately).

Our ghosting along continued right down to Cape St. Vincent including a couple of crossings of the traffic lanes due to head winds preventing us laying our desired course. Once round Cape St. Vincent, which we passed about midnight (it has a 47 mile light!!) the wind picked up and sheets were hardened and spirits mounted also.

On the last day we had a first class sail along the southern Portuguese coast first under my new drifter reacher of (supposedly) 400 sq.ft. Then when the wind picked up, and we finally got it down, under mizzen and boomed out genoa. I don't know if I shall ever be able to sail much alone with that drifter. I shall be a nervous wreck worrying about it getting away from me. Seven days out of Bayona we entered Villamoura and took a quiet berth. 350 frustrating miles with mutinous mutterings from my crew about engines and such things. I'm philosophical about the calms. I know they don't last for ever and are often followed by a glorious sail. (In fact a force 1 sail is glorious after a calm).

My plans are to proceed to Gibraltar to provision up then on to the Canaries with maybe a stop - Madeira or Porto Santo - then either Brazil or back to the Caribee.

My regards to you and the other members of the Association.

Geoff Taylor.

34, Bridge Street,  
Hampton, Victoria,  
Australia 3188.

11th. September 1983

Harrison Butler Association.

Dear Joan,

It was indicated in an earlier Newsletter that you would like to hear something about our cruise in AMIRI which is our H.B. "Sinah" design.

The idea of this particular cruise started when we learnt that the International Yachting World Cadet Championships were to be held in Hobart, Tasmania, and our son would be sailing in them, representing our State, Victoria. The first ten IYWC's in Victoria's fleet would be sent to Hobart and the skippers and crews would fly down on Boxing Day.

We also left Boxing Day for Devonport, Tasmania on AMIRI. The first night we spent in at Queenscliff, a very sheltered boat harbour, just inside the entrance to Port Philip Heads, and next morning we went through the rip at



1000 hours, in very light conditions just ahead of the racing fleet, also bound for Devonport.

It turned out to be extremely calm conditions. It took us 46 hours, much of the time under motor. We tied up at the Mersey Yacht Club with the racing fleet for the night.

We left Devonport early the following morning and had a beautiful sail to the Tamar River. We spent two days going up the river to Launceston (30 miles). On the way up the river there was so much to see, lovely old towns, beautiful old churches, many woodchip piles, waiting to be shipped, small bays, great for anchoring and fishing, and finally at the end of the navigable water is the Launceston Yacht Club where we left AMIRI and set off by car for Hobart, arriving New Year's Eve.

New Year's Eve in Hobart is really exciting, especially if you like yachting. Constitution Dock is the hub of ocean fleets from the Sydney/Hobart and the Melbourne/Hobart races. It is a really carnival atmosphere and seems all Tasmanians are there.

After several days we made our way back to AMIRI (all six of us) - Richard and myself, our daughter Tana 15 years, Scott and Rosemary Lanon and their son James 14 years.

We spent a day in Launceston walking up the Cataract Scorge which is near to the boat anchorages, and looking at all the tourist haunts.

The next day we left Launceston and made our way down the river, which is marked very well with transits, and arrived at Beauty Point, a favourite haunt for yachts.

We waited two days, for the weather to abate out in Bass Strait. We left Beauty Point and arrived at the entrance of the river at 1245 hours, destination Deal Island.

Saw Deal Island approx. 0500 hours next morning, weather looks ominous, barometer is dropping very low. We made Deal Island at 1417 hours before the depression moved in.

While in Deal Island we had to keep anchor-watch during night as 60 knot winds with water spouts, quite often. Many boats were at Deal for as long as 14 days, lots had no food, others had no water (which is very scarce on the island, particularly this year as we have had a drought).

Deal Island and Erith Island are two separate islands, with good anchoring between the two islands. On Deal there is a lighthouse-keeper and his wife. They are the only people living there. Owing to the terrible conditions we could not visit.

It looked like a slight break in the weather, so we decided to make for Refuge Cove on the mainland. Refuge Cove is on Wilson's Promontory, which is the southernmost part of Australia, and a National Park also.

The distance from Deal Island to Refuge Cove is 50 n.miles. We left 0845 hours, the weather was not very pleasant: 50 knt winds, hail, rain and squalls. However, AMIRI handled the conditions extremely well.

Passing Hogan Group of islands we had an escort of dolphins; they never cease to entertain. It was a fast passage. We started the trip with slightly sprung sheets, and ended up hard on the wind. The seas were big with plenty of white water; AMIRI averaged  $6\frac{1}{4}$  knts.

We spent seven days in Refuge Cove, a beautiful scenic haven, massive boulders, white sandy beaches ringed by mountains covered in Australian bush.

Our crew left us at Refuge Cove because they had to get back to work.

One morning we woke to find that the south-westerly gales had left us. We left Refuge and sailed with what little wind there was until it completely died, and motored back to Port Philip Heads, taking about 24 hours.

AMIRI is a beautiful boat. We meet people because of our boat. She attracts a lot of attention, and we get many enquiries as to what design she is. AMIRI is well-balanced and has a good turn of speed for heavy displacement.

After we bought AMIRI we had to have a survey for insurance purposes and we had a Captain Hole do the work. It turned out that Captain Hole had sailed on VINDILIS, his father having bought her from Dr.Harrison Butler. He told me he has the ship's bell.

He was delighted to do the survey. I left him to it. Richard went to AMIRI two hours later and he was still there. I think he was enjoying just being on her. He told me later that when he saw AMIRI he breathed a sigh of relief as he had surveyed some terrible craft lately. He said she was the best built boat he had surveyed in years.

Well I have rambled on some, but I guess this letter is long overdue. We enjoy your Newsletter and news of other HB boats.

Could you tell us if there has been any other Sinah design boats ever built, and where in the Family Tree does the design fit in, as you do not show it in the family tree from the last mag?

Would you pass on our regards to Boyd and Desirée Campbell.

Maureen and Richard Lee

"AMIRI"

P.S. Frank Hart and John Hartley launched ISABELLA on 30th.August at Hastings

Yacht Club. All went well and she floated nicely on her marks. Frank still has to do the running rigging prior to sea trials.

Frank is taking a year off work and plans to go cruising up the east coast of Australia.

106 Southcoates Lane  
Hull, East Yorkshire.  
10th.October 1983.

Dear Sir,

It must be fifty or more years since I became interested in the "Metacentric Shelf" system of yacht design which the late Admiral Turner and Dr.Harrison Butler so ably propounded, and so it was, that after a certain amount of correspondence the Doctor presented me with the enclosed set of drawings. I have kept them all these years as a matter of interest, and now, if they are of interest to you, I would like to present them to your society, of which I read in a recent 'Yachting Monthly'.

At the time I got as far as preparing a table of 'offsets', making the keel pattern, and all the frames, but family affairs prevented any further work on the building of the boat.

I am sorry that the Doctor's letters seem to have been destroyed.

I remain,

Yours sincerely,

Geoffrey Johnston.

EDITORIAL NOTE. I received this letter 'out of the blue' together with a set of drawings of Sinah. I managed to trace Mr.Johnston through Directory Enquiries, having sent him a letter of thanks and a copy of the Spring Newsletter. At the age of 78 he still sails under the burgee of the Humber Yawl Club. In historical terms he is too young by about six years to have known Albert Strange but he remembers George Holmes and, more particularly, **Stanley Knowles** who built DIANA (Cyclone) and died about five years ago. He was interested to hear that DIANA is in Chichester Harbour although astonished to learn that her yellow metal keel-bolts are still in good condition, despite having spent 55 years supporting an iron ballast keel embedded in white lead! DIANA is now back in the Association having been 'missing' for some years. Mr.Johnston commented that she was extremely well built. Back to Sinah, I mentioned in the Spring Newsletter that there were some designs which were not of the 'Tree', and Sinah is one of them. The design was prepared in about 1935, soon after THB had met Engineer Rear-Admiral Turner, and the design name comes from the lane in which the Admiral lived. I understand that she was the first of HB's metacentric designs. The only other known boat built to the design, in Denmark, is ERLA; formerly owned by John Fox and based in Vancouver Island.

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## THE CHRONICLES OF THE ANCIENT BRITONS

### 1.-The Launch of the First Yacht

It has been aforetime written in the tablets of Scribbler the Scribe of the coracles of the Ancient Britons, and of the club that they formed, and of the races that they paddled, in which the Young Bloods did mighty deeds, and the Old Crocks sat in the Club Cave and over measures of mead argued that the sport was going to the ichthyosauri, as they do unto this day.

And anon it was discovered that a coracle might be moved by spreading a skin above it, so that the wind caught the surface thereof and carried the coracle wheresoever it listed. Then the Young Bloods and the Old Crocks left their caves and moved mysteriously on the face of the waters. And then a Man of Brains arose and said, "The form of the coracle is good for those who wield paddles, and even the racing coracle, which the Young Bloods pull in such wise that they see not the way they are going, is good enough for such base mortals of muscle and no brains." And words of wisdom were they, for the form of the racing craft of the Blues altereth not at all from one generation to another.

But the Man of Brains spake unto his neighbours, saying, "For us who sail upon the waters these craft are no good, for they cast us from them so that we suffer perils from the creatures which inhabit the waters. If any man among you therefore would win the Pot which Com O Dore the chief hath offered, let him come unto me and a boat I will build him such as was never before seen."

But most of the Ancient Britons said unto him "Peliosauri" - which are quaint animals of the rodent family. But one who had great wealth hearkened unto the Man of Brains and bargained with him, for he meant to lift that Pot, so that it might adorn his cave and cause envy unto his friends.

And for many days the Man of Brains sat him by the shore, and strange designs he made on the sands with his axe, so that men touched their foreheads or said that too much mead had caused him to be up the pole. And when he had made an end to thinking he got to work.

Cunning workmen he gathered, and each took an oath that he would tell unto no man the secrets of the craft which they built, for there were prying people even in those days. So they built a great fence of trees that no man might climb it but at great peril, for on the other side were chained animals of great appetite such as are shown in the drawing of Cor Bold the Sketcher.

And from the depths of the forests they fetched trees, and with strange weapons they cut them into pieces, and in the heat they bent them unto the shape which the Man of Brains had lain down on the sands. And the boat which was built was

like unto none other that had gone before it, and the head of the Man of Brains swelled to a great size.

And the Owner looked pleased also, but he understood not the design of the Man of Brains, and it is not meet that owners should do so. But when they had an end of building he gathered together his friends and the chief of those who sailed coracles in the land. And these shook their heads and told the Man of Brains where he was wrong, as they do unto this day.

And Top See, the daughter of the Man of Brains, got upon the bow, and the Owner said, "Cheer O," so that a jealous workman dropped his hammer upon him, but the Owner minded not, for he had been hammered on the Change of Stocks. Then Top See took a bottle of mead in her hand and brake it on the bows, saying, "What a waste! I christen thee Clover?"

And the Clover floated right end up, and the Owner won the Cup and became the first yachtsman. And so great was the fame of the boat, and so many were the talks about her, and so weighty were the arguments, that the death-rate increased mightily, for there were then no parchments wherein it might be proved that the pen was mightier than the stone-axe.

Anon.

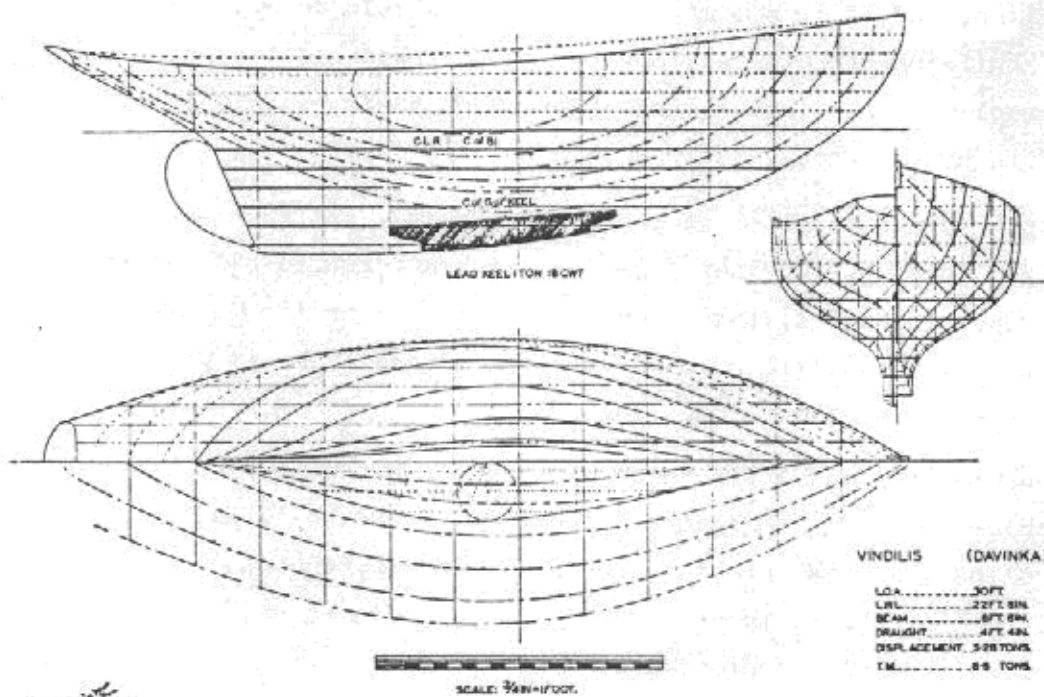
WE DO NOT BELIEVE THAT THIS ACCOUNT IS IN ANY WAY CONNECTED WITH THE RECENT ACHIEVEMENTS OF THE ROYAL PERTH YACHT CLUB TO WHOM WE OFFER OUR HEARTIEST CONGRATULATIONS ON LIFTING THE "OULD MUG"!- Ed.

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FINANCE

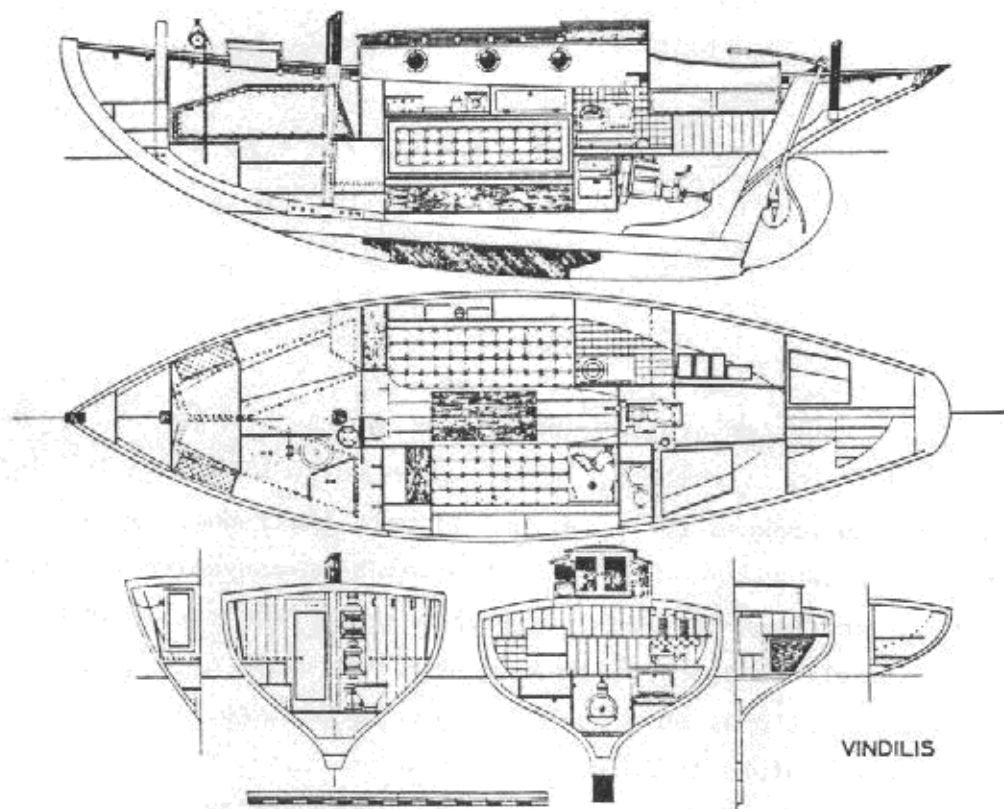
The economics of the Association are simple and basic - no Subs no Newsletter. It would be appreciated if members, including those joining late in 1983 who have not so far been pressed for money, would send their Subscriptions to the Treasurer by the 1st. January or as soon afterwards as convenient. Members are reminded that a Standing Order facility exists and a form can be obtained from Janet Band. It would be appropriate to record that some of our Australian friends have sent additional sums to help with the postage. They shall remain anonymous but their gesture is noted and much appreciated.

TREASURER: Mrs. Janet Band, 222, Connaught Road, Brookwood, Surrey.  
048 67 5099.



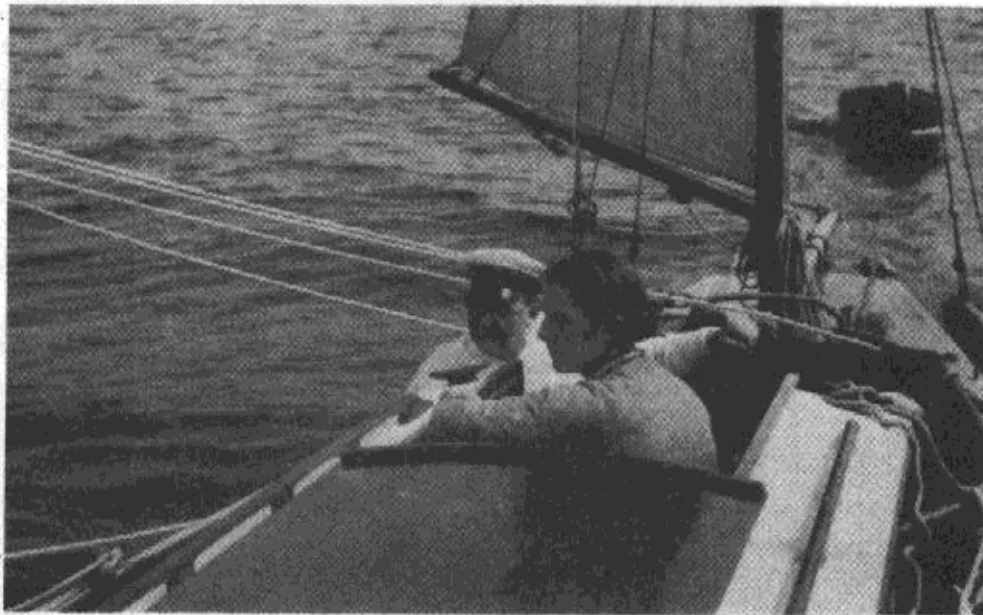
*Thomas 20th  
Jan 1942*

Lines



General Arrangement - II

THE and  
CJB in  
English  
Channel  
July 1937



Note curved  
cockpit  
coaming;  
typical  
HB feature

### VINDILIS

By

T. Harrison Butler

Some years ago one of my friends in New Zealand took me quite seriously to task for owning a yacht like my old SANDOOK, when he said I designed so many better yachts for others. He agreed that if it were a matter of finances I was excused.

I answered that I was bringing up five young yachtsmen and women, and that with the Income Tax at five shillings in the pound one could not combine education with yacht building.

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

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

Being no longer young, it was essential that the money about to be spent should at any rate in some degree be an investment. We all agreed that it was better to have a small yacht perfectly built of the best material than a larger one of humbler parentage. From all points of view a yacht of from 6 to 7 tons seemed to be the most suitable.

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

We had quite a number of designs to choose from: there was Cyclone II, Yonne and Englyn, the last my most recent design. All had been built, and we knew all about them. Ultimately, after long family discussions, we decided that Davinka was the best. (Nothing to do with Boyd Campbell's Bogle of that name - Ed.)

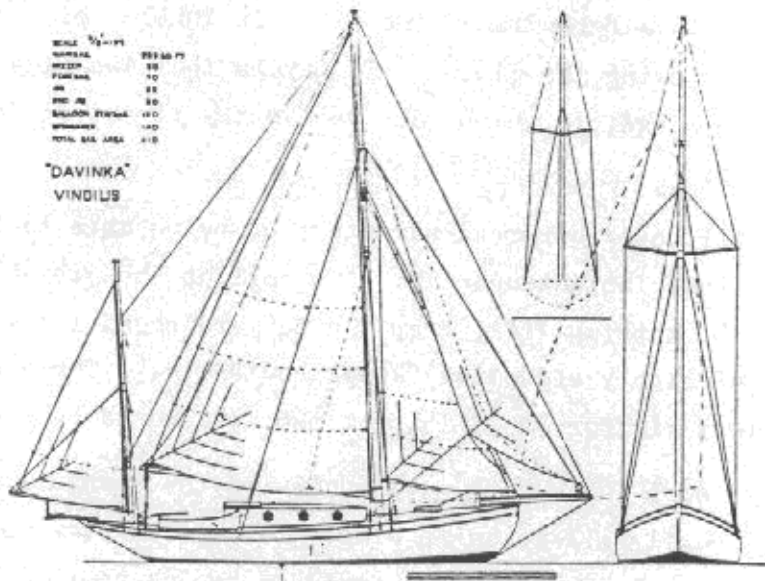
This design was drawn ten years ago for a Designing Competition staged by Yacht Sales and Charters (a fortnightly magazine edited by Maurice Griffiths which was taken over by Yachting Monthly in 1926) - in which she came out second. The prize was won by Shepherd with the present Crystal. The two designs had virtually the same dimensions, and the lines were very similar. The published design of Davinka was built to eight years ago by Dr.Enroth, of Helsingfors, and called YOLDIA. I wrote to him recently, and he told me that he still had YOLDIA, and had cruised in her over 8000 miles in the Baltic. He considered her to be as near perfection as a small yacht can be. She would, he said, steer herself all day to windward, she ran well and was reasonably fast, and very dry.

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

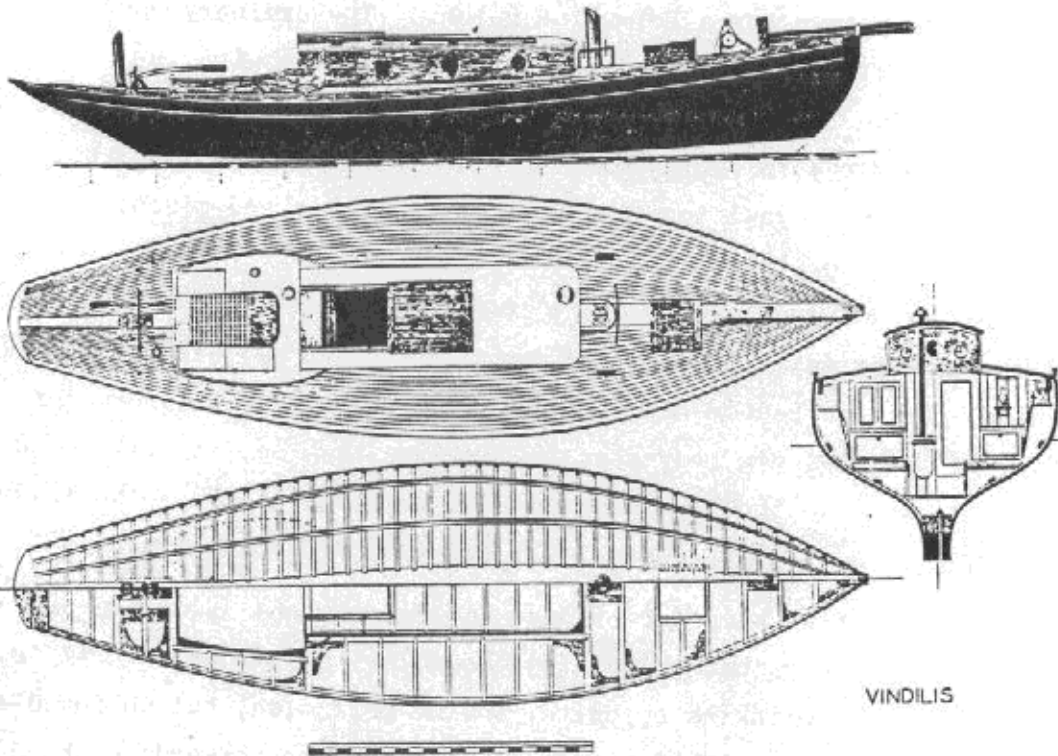
I have frequently been asked, "Why a yawl?" Mr.A.H.Clark, in his recent book, Yacht Efficiency, balances the virtues of the cutter and ketch, and goes on to say that the yawl has the virtues of neither and the faults of both. He is speaking of large vessels, but his arguments would be still more cogent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

My own view is that a yawl can possess many of the virtues of the cutter, and most certainly avoids the faults of a ketch. The old-fashioned yawl, with a small mast perched precariously near the end of a long counter, has nothing to recommend it, and a gaff mizzen is useless to windward. The correct and useful yawl has a submerged counter and a sternpost with only a slight rake. This enables the mizen mast to be well forward and to have a sound stepping. This mast can carry





Choice of Yawl Rig



General Arrangement - I

a reefed mizen in a blow with safety, but it would not often be asked to do this.

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

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

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

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

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

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

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

The engine is a 6 h.p. Stuart Turner driving a 16in. propeller through a two-to-one reducing gear. I fitted this engine to SANDOOK. At first we had troubles, but the firm very sensibly took notice of the owner's experience at sea and all the defective features have been eliminated. Our worst trial was getting water into the engine. Now the cooling water passes into a water-cooled silencer, and a recurrence of this trouble is impossible. My reason for choosing a good two-stroke is that when the yacht is laid up for the winter there are no valves and springs to rust.

At first we decided to call the yacht by the original name of the design, but some of us did not care for DAVINKA, so the yacht will be called by the old Roman name for Portland - VINDILIS.

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

Considering that VINDILIS was a new venture (Moody had not built a yacht for 30 years), I thought it wise to run down and see the "lofting". When I saw the work of art (I can call it nothing else) that Mr. Bunday, the foreman builder, had placed on the floor, I decided that it was unnecessary to check up the measurements, and I felt quite happy about the future of my yacht. She is now nearly complete, and I am satisfied that the material is the finest that can be got, and that the workmanship is equal to the best.

The keel is of wych elm, 7in. thick, and the after deadwood is of the same

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

We hope to launch the yacht to be ready for sailing at Easter. Then I hope to settle to my own satisfaction several problems. For 22 years I have sailed SANDOOK, a gaff-rigged fishing boat - a Plymouth hooker. In spite of her hull form, sharp V-sections in the bow and broad U8s at the stern, she was perfectly balanced, except with a strong wind on the quarter. I hope now to be able to decide practically the merits and demerits of the Bermudian rig and the falacies of a cut-away forefoot. As VINDILIS is virtually the same in lines and dimensions as the Yonnes and the Englyns, I shall be able to find out what loss of speed there is in the yawl rig, and whether the counter will add to the speed. If, for example, we find, as I anticipate, that VINDILIS and FARAWAY and ENGLYN are about equal in speed, I shall think that the loss of efficiency in rig is made up by the longer heeled-waterline added by the counter.

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

It has been most interesting to compare VINDILIS with my old yacht SANDOOK. SANDOOK was a refined type of Plymouth hooker, 25ft. on the LWL and overall, 7ft.10in. beam, with a draught of 5ft. VINDILIS is 30ft.LOA, 22.5ft.LWL, 8ft.7 $\frac{1}{2}$ in. beam and 4ft.5in. draught. SANDOOK has a longer LWL, less beam and

more draught than VINDILIS. SANDOOK had 32cwt. of iron on her keel and 10cwt. inside - 42cwt. in all. VINDILIS has now 36cwt. of lead on her keel and one cwt. inside, winged out to balance the weight of the water tank. She has 5cwt. less ballast than SANDOOK, but it is all on the keel, although not hung so low as in the older vessel.

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

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

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

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

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

VINDILIS, with a reef down in the main, second jib, full staysail and no mizen, beats out to windward in a manner which is a revelation to one who has used a gaff cutter for 22 years. Under this rig, in smooth water, she makes an eight-point course to windward. Both yachts have very easy motions, but VINDILIS is dryer. She shtows some spray about, but it mostly goes over the foredeck. SANDOOK was a dry ship, but when she did throw water about it came aft, over the helmsman, and in a bad head sea I was always fearing that she would ship a green sea over the foredeck.

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

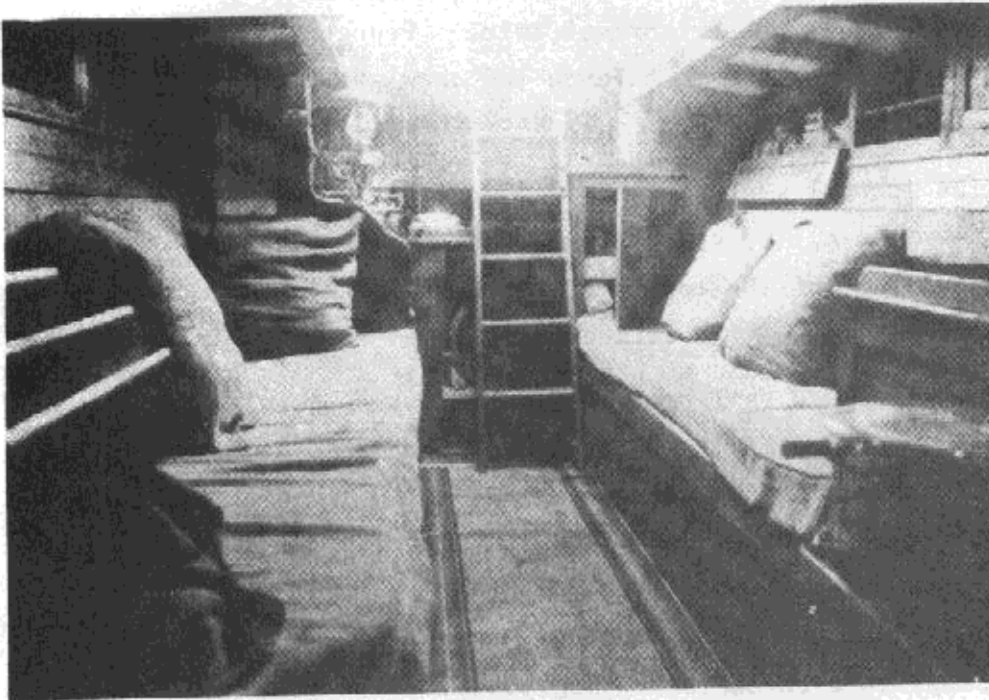
SANDOOK would heave-to quietly with one headsail aback. The reefed main has so little driving power that the tendency to forereach is minimal. I have not yet had time to discover the best way of heaving VINDILIS to. With full or single-reefed main the driving force of the main is great, even when eased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

#### YAWL v. CUTTER.

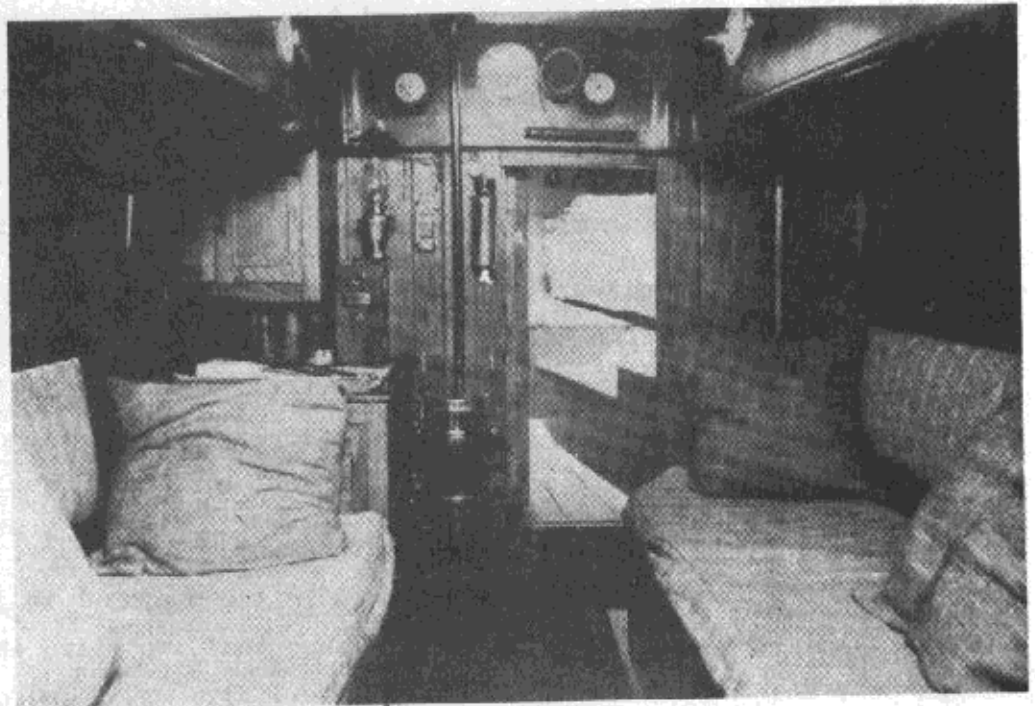
SANDOOK is a cutter, VINDILIS a yawl, with a thoroughly well stepped mast. The mizen masthead is stayed to the main masthead by a spring-stay, which passes through a sheave and is set up by a lanyard, so that the correct strain can be adjusted between it and the masthead preventer backstay, which is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

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

I have a strong suspicion that this is due to the aperture in the rudder, because when going all out under power the yacht needs a strong pull on the



Looking aft from the fo'c'sle door, showing some of the 31 lockers, with the galley to starboard of companion ladder. Note the handrails on the coamings - useful features in bad weather.



The saloon, looking forward, showing the neat fitting of the Britchot stove, the radio, the second gimbaled lamp and fire-extinguisher. The sense of space and airiness, so unusual in the average 6-tonner, is most noticeable in this roomy and well-thought-out cabin.

tiller to make her turn. This is more evident when the yacht was down by the stern than it is now that she is on her correct trim. Probably she would be better with 2 cwt. of ballast forward to balance the crew aft, or perhaps even 3 or 4 cwt.

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

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

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

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

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

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

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

BERMUDIAN v. GAFF.

Having sailed a gaff-rigged cutter for 22 years, and now owning a Bermudian, I am, I think, in an advantageous position to make the comparison between them.



pattern rigging-screws are fitted, and are strong, simple and cheap. Very occasionally we go round with a spanner and give the screws a few turns and then set with the lock-screw.

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

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

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

We find that, running in a strong breeze, it is possible to use the balloon staysail as a parachute spinnaker. It will draw without a boom, and is most handy and effective. We discovered this feature by accident. It is probably possible because the angle of the forestay happens to be correct. (Today, this principle is presented by sailmakers as a "new" discovery! - Ed.)

#### FAULTS.

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

I am quite at a loss to understand why the original trim was wrong; in fact I had expected to have to add some inside trimming ballast. The Yonnes have virtually the same design, except the counter, and they all, except one, have about 5cwt. of ballast to bring them to the designed LWL. The engine weight is balanced by the anchors and chain forward. The counter and the water-tank should have been balanced by the lead of the centre of gravity of the keel. I do not think that the keel was fitted too far aft, and the fault remains a mystery.

The yacht is now a far better performer, but she is still not as handy as she should be, and this is, I am sure, due to an ineffective rudder. The

As regards efficiency to windward, there can be no doubt that the Bermudian sail is more effective, and when the sail is reefed the superiority is immense. We have already stated the reason for this: loss of luff. The only way to preserve the luff in a reefed gaff is to do as the fishermen do and set a jib-headed topsail. The Dutch mainsail is virtually a Bermudian with a very short gaff, and this sail keeps its luff when reefed.

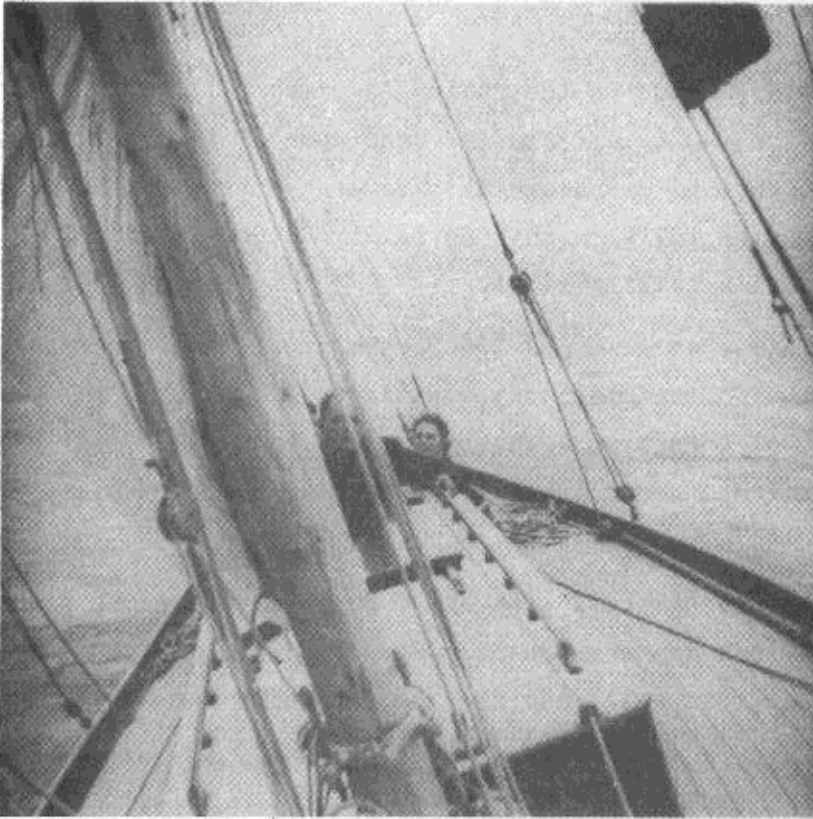
There is not much difference between the two sails on a reach, but the gaff is better for running. It is not desirable in a strong wind to run with the boom square off with the Bermudian rig, because the sail will chafe against the cross-trees and rigging, and the head tends to get in front of the mast,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

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

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

We have made tests in a reasonably strong wind, and find that we can lower the mainsail before the wind without difficulty. We have U-shaped internal tracks of the Ward-Laurent Giles type. At first we had great difficulty in lowering the mainsail. This was because the sail was bent to the slides with marlin. This was replaced by small shackles, and at once the fault was cured. The slides have long eyes, and should always be drawn from the leading edge. If the sail is bent on with marlin the slides tilt and each one acts as a brake. This matter is so important that I am giving an illustration on the collapsible table diagram to explain it.

The staying of the mast is quite simple. It is a 6in. spar, and I have not noticed the slightest tendency towards distortion into S-shaped curves. We have one set of cross-trees, set low down. The permanent backstay takes most of the strain, and the runners are needed only in strong winds. Telegraph



Shows narrow coachroof and wide side decks



THB

present stern-tube projects about seven inches beyond the sternpost, necessitating a large aperture in the rudder.

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

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

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

Dr. Enroth, who built YOLDA to the Vindilis design eight years ago, tells me that his yacht is perfectly handy, and the only difference is in the rudder. VINDILIS has reducing gear and a 16in. propeller, and this accentuates the faults of the central installation. It is obvious under power as well as under sail. VINDILIS carries considerable helm under power; as much, almost, as SANDOCK did with a side installation. There is a constant tendency for the head to turn to port.

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

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

If the top is made absolutely gas-tight, the staying improved and the chimney doubled in diameter, we have the ideal yacht stove.

The folding table is very good. I saw one on BHAT (9 ton yawl, Camper & Nicholson 1913, designed Charles Nicholson, now based in Simonstown-Ed.), but I do not recollect all its details. My interpretation is shown in the drawing. The struts fit into a groove in the lower leg, and have to be pressed outwards till they enter with a "snock". When lowering they insinuate themselves under the chock, which is shown grained in the drawing. This is a most important feature, for the chocks make the table absolutely rigid, and must be carefully fitted. The one drawback is that the hinges stand above the surface of the table, and cups and saucers have to be placed between them. I think that there are internal hinges that would avoid this fault, but they are expensive and probably not very strong. It is a small disadvantage. The table lowers and folds down till its side-flaps make part of the cabin floor.

The galley is rather awkward to get at. The engine comes rather further forward than would wish, but one cannot have everything. We have thirty-one lockers, and they are all filled! When we go to sea we just tie a line across the galley to keep one or two articles in place, and we have everything stowed. There is a place for everything, and nothing can carry away in any ordinary weather. The canvas dodgers are brought out and made fast to eyes in the ship's side. They prevent the seat cushions from carrying away and keep them dry. Small cushions can be tucked away under them.

#### LESSONS

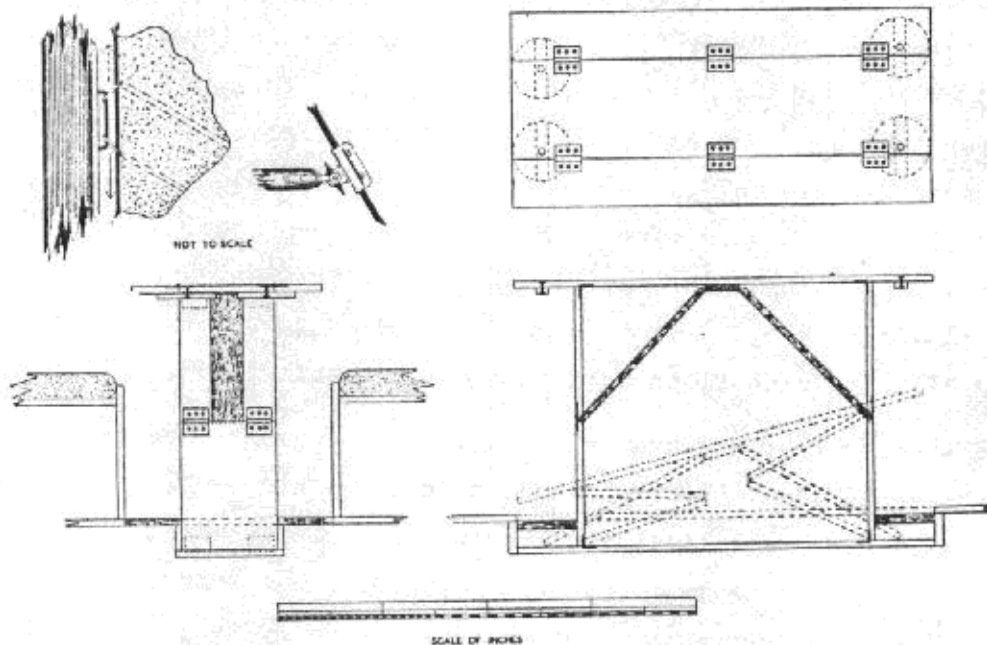
There is always something to be learned in building a new yacht. I ask myself what changes I would make if I were building another VINDILIS. First and foremost I would try to get the weight of the hull and internal fittings lower. One cannot avoid a heavy cabin-top if one is to have 6ft. headroom, and this is a prime essential. One can save weight by not having a teak deck, but here again it is very nice, and gives no trouble.

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

I would have the same overall length; one must have some standard, and the ultimate is price. A canoe stern would give 6in. or more on the LWL, and this is 6in. in the hanging space where it is needed. Then 6in. increased draught would be advantageous for my purpose, both from the increase of stability it gives and because it improved weatherly qualities. On the other hand, VINDILIS

as she is takes the ground at a convenient angle, and the extra draught might be disadvantageous in many waters.

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



*The mast track slides, staysail boom fitting and collapsible table, as fitted to Vindilis.  
[Dr. Harrison Butler is willing to supply blue prints of the table drawings  
on a scale of 2 in. to 1 ft.]*

S T O P P R E S S

The Editor wishes to apologise for late publication of the Autumn Newsletter due to circumstances outside his control. Photo-copying of photographs requires a different intensity of light from the text and our usual firm are no longer able to reproduce photographs to the required standard. This difficulty entailed a visit to an alternative firm who pointed out that printing, including a better reproduction of photographs, would cost but 20% more than photo-copying, plus an additional charge of £5.50 for the initial "screening" of each photograph or, where possible, group of photographs. Members may judge the result for themselves, as this Newsletter is part photo-copying and part printing. It is the opinion of the Editor that the more expensive process would be worthwhile for the entire Newsletter. Members are asked to bear in mind that the Newsletters now contain historic material not readily available by other means. In order to meet the additional expense it will be necessary to supplement the income of the Association, which can only be achieved by increasing subscriptions. The Editor intends to raise the matter for discussion at the A.G.M. but, meanwhile, written comments from members unable to attend that meeting would be welcome.

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This Newsletter is not a commercial publication and material extracted from private volumes of yachting journals is for circulation amongst members or prospective members of the Harrison Butler Association who are particularly indebted to the Editor of Yachting Monthly.