



THE HARRISON BUTLER ASSOCIATION



Jaslia

NEWSLETTER NO: 23

SUMMER 1986

OUR PRESIDENT'S LETTER

The Crag. April 1986

Dear Members,

Spring should be here but, in Cornwall, the temperature is near-hypothermic except by the fireside. I did, in fact, have a short sail in the Helford River on April 5th. and it was very enjoyable though chilly withal.

The A.G.M. is behind us but the memories remain as do the results of the decisions we made. There are changes in the Constitution so I hope you will read, and keep, the enclosed copy. A typing error in the last copy which gave 'part owners' instead of 'past owners' has been corrected. I hope there will be no need to amend the Constitution again for a long time. Please also read the Minutes and keep them for reference at the next A.G.M.

We had our usual complement of chattering, or rather chatting, members and though we missed friends who weren't there, we welcomed those who were making a first appearance.

We seldom have an A.G.M. which does not lead to new membership and this time it was Brian Hawkins, whom I had invited as a guest. I am glad to tell you that he is now an Associate member. The name, Brian Hawkins, may be familiar to you for he produces the B.B.C. television series, "Under Sail" and he has decided that there is enough and suitable material for a complete programme to be devoted to the yachts designed by my father. T.H.B. is, after all, a snippet of yachting history and the boats very traditional, as was he himself. There is the possibility that the Laying-up Supper, on September 20th., may be filmed, in anticipation of the main filming being done next year. I hope that we shall have a good attendance at the Jolly Sailor: if we can guarantee to fill 36 places we can have the room for our own exclusive use. Thus, I have made a reservation for 36 and a few more can be fitted in if required. The Elephant Boatyard is again allowing us the use of their mooring facilities at a block-booking rate of 10p per foot L.W.L. per night. It would be a bonus if there could be some fraternizing aboard the boats during the Saturday if any were to arrive early or on the Friday, perhaps. All details are on the separate leaflet.

Wendy Funnell has succeeded Janet Band as Hon. Treasurer; the third to hold this office - and all of them women! There does seem to be a preponderance of the petticoat in our hierarchy but it seems to work. Send you subscriptions, if you haven't already done so, to Wendy and apply to her for burgees, member's flags and badges. There should be a stock of burgees by the time you read this.

The 1986 List of Members will shew even more new names than were given in the supplementary list: boats keep turning up and their owners come with them. And when people join as Associates there is often the hope that they will buy, build or inherit an H.B. boat and graduate to Full membership.

Pat Russell, one of our founder members, has rejoined after being lost to us in Ireland for many years. ARDGLASS has been in the same family since she was built in 1929, first by Pat's father and then by his sister Agnes, whom some of you may have known as the Harbour-master in the River Yealm. Now, sadly, Pat has to sell ARDGLASS for health reasons so she will go to a second family. ARDGLASS was the first boat to be built to the Cyclone II design.

SABRINA (a Yonne) is another boat with but two owners since she was built in the mid-thirties. Her last owner has died recently and she is on the market as I write - but maybe not for long. He lived on board until he was 77. We have been on the lookout for SABRINA and it is surprising that she hasn't been discovered sooner because she has been Gosport-based and has sailed much in the Solent.

PERADVENTURE has changed hands and is now owned by Hugh Barret who tells me that she will be moored near Tower Bridge so, look out for her if your voyaging brings you up the Thames.

CHLOE's new owner is Nigel Cresty. He's working on her in Fowey in his spare moments with no time to come and see me here. I can't fit in a Fowey visit just now but we shall meet before long. I wish I could meet all our members.

Following upon Stuart Scott's death, ZELLE has now passed to his son John whom

we are glad to welcome as a member. It's good to know that ZELLE^E remains in the same family and in the Association. Although we had hoped to have MEMORY on our list of members by now, two letters from me to her owner and I think from Peter Mather as well, have evinced no reply. I am hoping that Pat Russell will be able to see him when he is in Ireland.

Geoff Taylor, my ever faithful correspondent, wrote from Gibraltar in the winter and more recently from Lanzarote, aboard FAINEANTE - and feeling guilty (as of course he should!) about deserting WATERMAIDEN. He's not crossing the Atlantic this year but is returning to Cremyll to work on WATERMAIDEN's refit.

CORA A. was wintering in Gibraltar, having turned back from her voyage to the Canaries on account of storm damage involving her self-steering gear.

Alessandro Sternini rang me from Cremyll on January 16th to say that there was a window in the weather and he was about to set off. It was a chink rather than a window and it took a whole week before he cleared Ushant for the third time without being swept back by S.W. gales. The Bay of Biscay was fair all the way across with the wind from the N.W. and big seas. In about the latitude of Gibraltar, just when he expected to be free of trouble, JARDINE was knocked-down while hove-to, losing her new topmast and her boom. The sweep was broken in two, the bottom of the dinghy was stove in and one half of the skylight came adrift. Water, of course, found its way down below, ruining inter alia radio, camera and all his books. This news came in a letter from Funchal, Madeira and on Easter Sunday I lept from my bath, gathering bath-mat and towel and ran to the telephone to hear from Camilla (Alessandro's sister) that he had arrived in Teneriffe some days earlier. It was a relief to know that he had arrived safely because even without boom and topsail we felt he had had ample time for the voyage. Now at least he is warm again, probably even hot, after encountering here the worst winter we'd had in years, followed by a non-summer. Now he's in Santa Cruz de Tenerife where I expect that repairs are in train.

Telepathy must have been active for I had letters from Hubert Havelaar and Steve Phillips from Canada and from Frank Hart in Australia.

Hubert sent photographs of his boat which is a lengthened version of Khamseen A. He spoke enthusiastically of her, both as a home and for her good sailing qualities. It was good to hear from him again. He said that it was only the Newsletter which kept him from resigning and that he is lost to the world when they arrive.

Steve also, stressed the importance of keeping in touch and was among the majority who voted for two newsletters a year, as at present. The voting was more than two to one in favour of two issues continuing so Peter and I shall do our best to keep you happy. Steve is very happy with GALATEA after her very extensive refit - almost a rebuild - and says that they are still getting to know her and hope to sail her round to the Caribbean. There she may encounter her sister-ship, SEASALTER, and must look out for other H.B.s.

Frank sent me an account of his seven months sailing in ISABELLA along the Eastern seaboard of Australia. ISABELLA is an Omega, one of the designs in this issue and Frank's own words will tell his story on another page.

I shall endeavour to make the 1986 List of Members accurate but we have never yet succeeded in producing a list devoid of errors. It's up to you to point them out to me if I fail.

In connection with the list, there is among you one who will be surprised to receive another newsletter. Someone filled in the form in the 'don't want to continue membership' section but put no name. The only clue was a Falmouth postmark. I'm afraid you'll have to resign once more. In the meantime all I can do is to bid you an anonymous farewell and regret your departure.

Many of my father's designs were labelled "Single-handed Cruiser" in the Yachting Monthlies in which they appeared. T.H.B.'s experience of single-handed sailing was minimal but there is no doubt that his later designs make excellent single-handed ocean cruisers, judging from the comments of owners.

Omega and Omicron are the designs featured in this number. T.H.B. was in his "Greek period" at the time and, just as omega and omicron are the large and small O in the Greek alphabet, so are the designs a larger and smaller version, as

explained in the text. Omega, the last letter in the alphabet, is the last design in the series of yachts with a 22'6" L.W.L. and a transom stern: CycloneII, Yonne, Englyn and Omega (the metacentric version).

In mentioning one of the smaller designs, a word about dog-houses: I sometimes wonder whether H.B. boats which have had dog-houses added should be relegated to Associate membership for none of my father's designs had a dog-house and he would deplore any such addition. He himself was a large man standing 6ft. tall and he had contemplated owning a Z 4-tonner after the war but he died in 1945. His little boats are little boats and if 6ft. standing headroom is required one has to look to the designs with a L.W.L. of 22'6" or more.

A dog-house added later does not blend with the lines of the boat and produces a silhouette which T.H.B. would abhor.

For a number of reasons this letter has been written in two parts and I'm delighted to be able to end on a considerably warmer note than my opening remarks. The weather has bucked up - a bit.

As ever, I close with the hope of good sailing weather for those afloat and for warmth and comfort in the non-sailing season.

Joan.

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

P.O.Box 711,
Frankston 3199,
Victoria,
Australia.

27th.Jan.1986.

Dear Joan,

It is a long time since I put pen to paper and passed on my news and I have felt quite guilty about same. I do hope you are well and managing to keep the H.B.Association together with its diverse membership, talking of which I do feel that the Newsletter keeps us all in touch with each other and, although the time and effort in producing same is no doubt very considerable, I personally would not like to see the number of newsletters per year reduced in any way.

I am also aware that I am behind in my annual fees and hope the enclosed cheque will bring me up to date.

It is just about two years to the day since I visited you at Reading and much water has passed under the bridge since then.

On my return home I set off in mid-March of '84 to sail up the Eastern Seaboard in ISABELLA and I spent a total of 7 months, mainly on my own, travelling to the south part of Queensland and back. The ports of call after leaving Western Port were: Refuge Cove, on the east side of Wilson's Promontory - waiting for favourable weather; thence to Eden; Bermagui; Jervis Bay - again to wait for the weather to moderate; Sydney, where I had the pleasure of meeting up with Kathy Veel and sailing in the harbour in QUEST (Vindilis). Kathy then sailed with me north to Port Stephens. I then went on to Coffs Harbour; thence to Iluka, on the Clarence river, where I stayed for 10 weeks and sailed 50 miles up the river, which is as big as many European rivers, to Grafton. It was the start of the sugar cane harvesting and prior to cutting the cane the fields are set on fire to clean out the rubbish, and to get rid of the snakes and mosquitoes and the sight of the fires at night is fascinating to unfamiliar eyes. The weather in winter in that part of the world is truly glorious. I spent a couple of weeks on a small fruit farm where they grow tropical peaches, avocados, mangoes, kiwi fruit - or Chinese gooseberries as they are sometimes known - and a number of other lesser known tropical fruits. I then sailed on to Southport which is adjacent to the Queensland gold coast: a city of high rise flats, homes and hotels overlooking the ocean and patronized by the "smart set". Not really my scene but interesting to view as an outsider.

I allowed myself plenty of time for the return journey: leaving Southport at the end of August to be back in Western Port by the middle of October to return to work. It was just as well that I did, as I had to spend two weeks in Eden waiting for the fronts to pass, and the westerly winds to ease, before setting off for the long final leg home.

ISABELLA behaved magnificently in all weathers and, even though she was heavily laden with excess gear for cruising, with the added weight of spare chain and anchors, and an inflatable liferaft and extra water, fuel and stores, she still gave me a satisfactory turn of speed. I can't remember one thing which went wrong with the boat, her rig, engine or gear, and when I arrived home after sailing almost 3000 miles I was paid the ultimate compliment: that the boat looked as good as the day she left.

The only "adventurous" times I had were coping with the weather on the southern edge of an intense low which forced me to seek shelter in Jervis Bay on the way north, and on another occasion - right on dusk with a 20 knot following wind and steep seas (a southerly wind blowing against the south-going East Australian current) - I fouled a line of unlit crayfish buoys which caught around my bobstay and took some freeing.

Since returning home I have not sailed ISABELLA very much, as last winter I spent renovating an old house. However, I did manage 10 days away after Christmas but cruised only around Western Port. I am planning to make a few alterations to the accommodation this coming winter as a result of the experience I gained during the long cruise, and hopefully John Hartley will have time to give me a hand.

I have seen John several times recently and his Dream of Arden - which I believe he is naming ARDENNA - is nearing completion. He has made a magnificent job of her construction and, as a friend who owns a Van der Staat 35ft. boat said to me yesterday when I took him to see her, "she will be a real head-turner."

My Mother, who is in her 81st. year is presently in N.Z. with my youngest brother, is due here in March for a month and after she leaves I plan to slip ISABELLA and try to do a fairly thorough overhaul. All being well, I am hoping to do some further extended cruising in the middle of 1988 - rather a long way to look ahead but one has to start planning well in advance.

My friends who own the Van der Staat have just returned from a month's cruise during which time they circumnavigated Tasmania, and whilst in Hobart they met up with Don Marshall in CIMBA - a Thuella design. I understand that he is planning to sail over to Western Port in the not too distant future so I am greatly looking forward to meeting him.

One of my sons was sailing in the Southern Cross Cup series of races off Sydney over Christmas, and he is planning to go to Perth next month as he is a boat-builder, and with the America's Cup races being sailed there next year there is currently a lot of boat-building work available.

I am unsure of your plans but I believe you could be visiting these parts and it would be great to see you if you are near-by - there is a spare bed in the house and you would be very welcome.

I will close for now but will keep in touch.

Do hope you are well and my continued good wishes to all H.B.A. members.

Kind wishes,

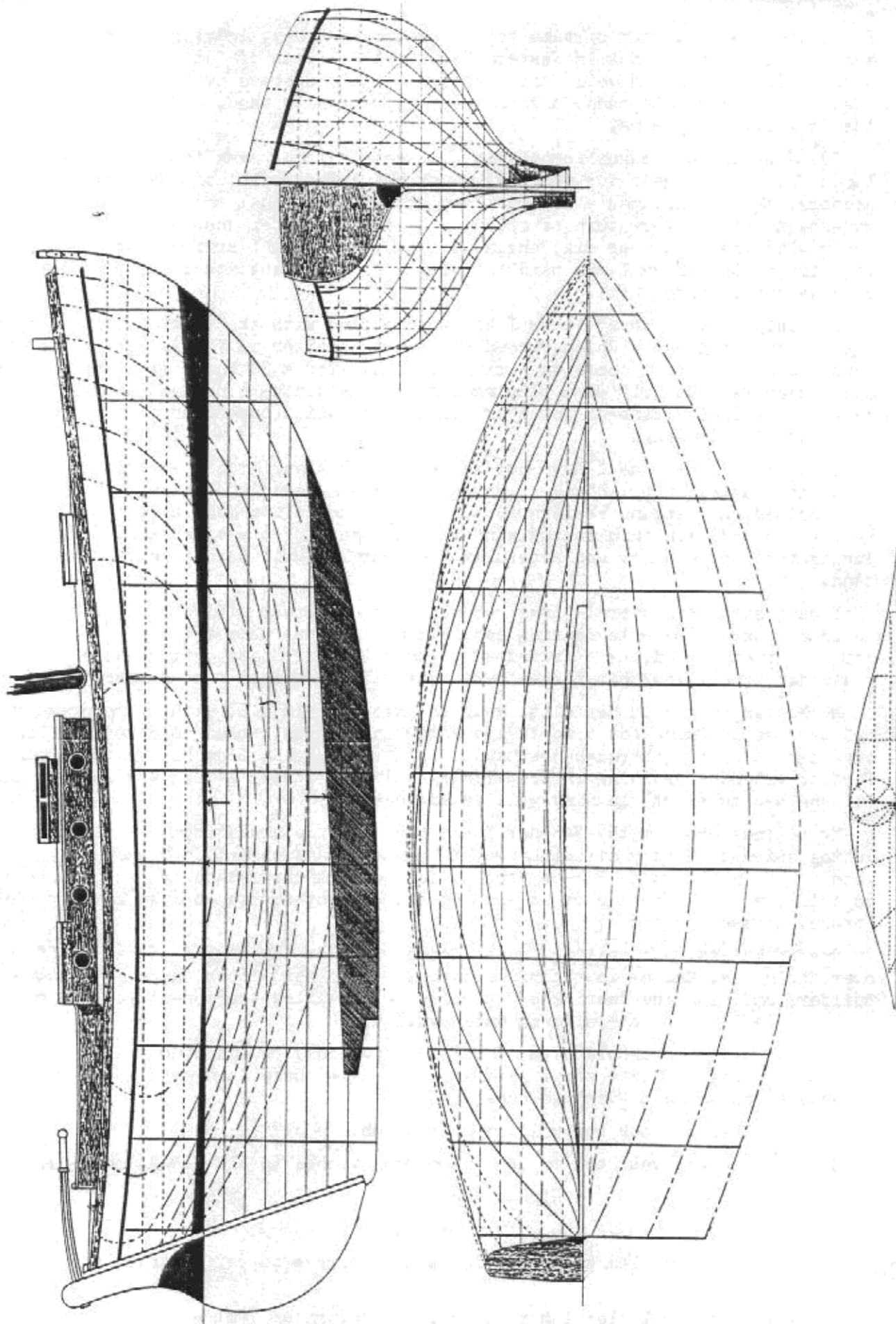
Frank Hart.

P.S. Could you please arrange for a H.B. burgee to be forwarded to me with the enclosed.

The earliest Newsletter I have is No.14 - Autumn of 1981 - is there any probability of obtaining previous copies?

(We're pondering your last request Frank and will let you know - Ed.)

PLATE IV



"CYCLONE II", 6½ tons.

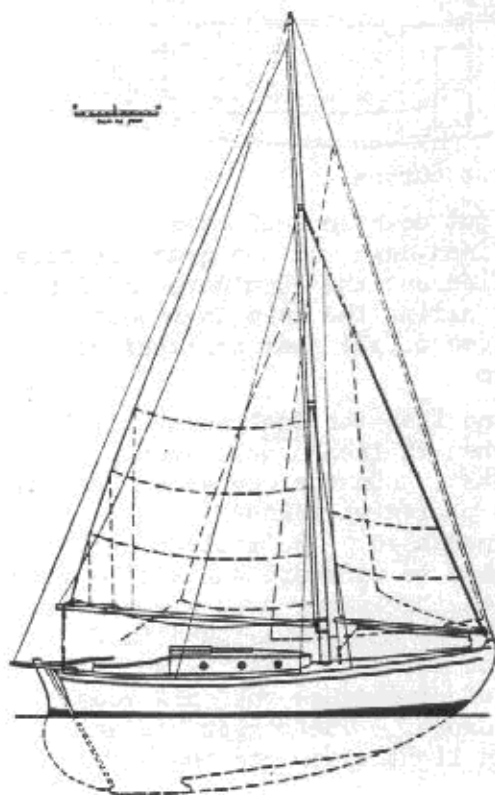
Lines of Cyclone II which I now have and should have been included with the Winter 1984 Newsletter - No.20.

' O M E G A '

Ending the search for a perfectly balanced hull

by

T. Harrison Butler, A.I.N.A.



DIMENSIONS

L.O.A.	..	..	..	..	26ft. 10in.
L.W.L.	..	..	..	..	22ft. 6in.
Beam	..	..	..	..	8ft. 9in.
Draft	..	..	..	..	4ft. 9in.
Displacement					5.93 tons (7.5 tons T.M.)
Iron keel					1.84 tons
(The actual keel cast for the Brixham yacht weighed 1 ton 15 cwt.)					
Lead keel					2 tons

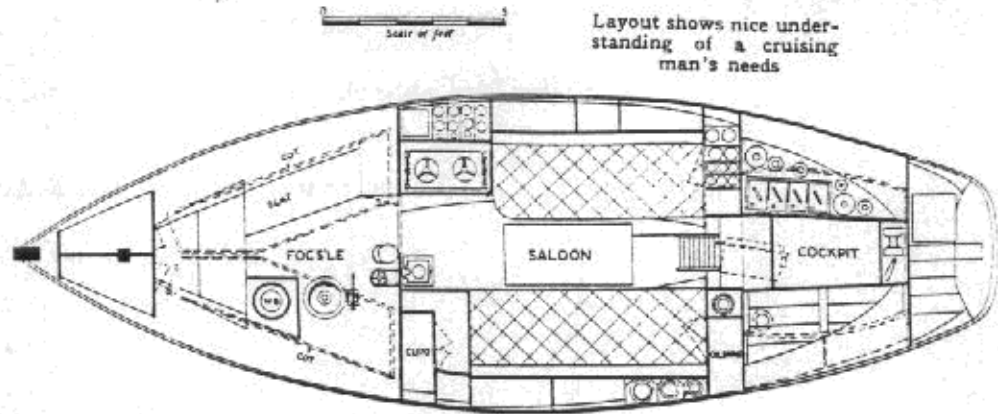
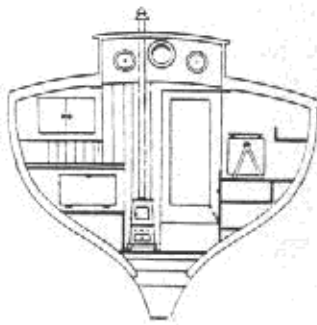
Some of your readers seem to think that a yacht which conforms to the metacentric theory must have some undesirable qualities, for example, it has been said that they are lacking in stability. This factor depends upon the shape of the midship section and upon the disposition of the weights, and the metacentric system has nothing whatever to do with it.

For the past twenty years I have been trying to design a balanced hull, one that at all angles of heel and on any point of sailing will maintain a straight course without the action of the helm to windward and with a minimum amount of helm with a free wind. I wanted to obtain a yacht that like a model yacht could be made to sail herself. A racing model that is unbalanced is useless for racing, and to me it seems absurd to design yachts that are not as good as a model.

I failed to attain my ideal till Admiral Turner taught me how to do it, and now I have succeeded! The Zyklons, the Edith Roses, and Sinah (not yet published) have all been built and tried out, and they are all practically self-steerers. In each case the hull conforms to the metacentric system, and the centres of the heeled and upright curves of areas practically coincide. In addition, I know that MYSTERY and Mr. Ellis's CATANIA are perfectly balanced. Omega is the last of a series of yachts with a L.W.L. of 22.5 and a transom stern.

The first was Cyclone II. She was published in F.B.Cooke's Cruising Hints (Edition IV, 1928). She was designed over twelve years ago. Five or six of these yachts have been built. They are fine sea boats, but most of them pull hard on the helm with a strong free wind. Yonne, published in this journal some seven years ago, was the next. The forefoot was cut up and the bow sections swelled out. VINDILIS is the same design with a counter added.

This design was a great improvement in every way, but still there was too much weather helm when the vessel was hove down to the rail in a beam wind. I have improved VINDILIS greatly in this respect by dropping the keel aft, making her draft five feet. It is only in a very strong free wind that she pulls at all and to windward she sails herself. The next design was Englyn. She was published in Mr. F.B.Cooke's Week-end Yachting, 1933. I think that seven have been built and they balance well, but not perfectly. They have a good metacentric analysis, but the forward moment curve is larger than the after one. The difference is not so great as in the Yonne's, and the improvement in balance corres-



Layout shows nice understanding of a cruising man's needs

ponds to the improvement in the areas of these two curves.

We have found that the Englyns are better if put down an inch or so. Englyn differed from Yonne in that the after body was fined down and the quarters made much softer. In Omega I have still further filled out the shoulders and I have put the hull down one inch. In the process of fairing the beam increased to 8ft.9ins. This is far less than one finds in some of the American designs of a similar type, and I think that it will do no harm.

The sail plan is on the small side, but we find that the Englyns travel well with a small area and that they went no slower when 18 inches was cut off the original boom, and this with no lengthening of the mast. On one occasion I was sailing on ENGLYN with the original sail plan and we picked up FARAWAY, whose boom whose boom had been shortened and her headsail increased. We sailed together for some time, and I found that there was no difference to windward and little with a free wind. In these circumstances the yacht with the larger area was slightly faster. The staysail on a boom has many advantages, as I have found in VINDILIS. It is, of course, handier, and it is excellent for turning. If the sheet is trimmed so that the boom stands off at an angle of 45 degrees the sail booms out quietly like a spinnaker if the wind is strong enough. The bigger headsail shown, a small Genoa, would be necessary in moderate and light winds and there might be one even larger for light winds.

The cabin layout is that of VINDILIS on the port side, one that four seasons have shown to be almost ideal. Some of my friends think that the galley ought to be admidships; it is so in EDITH ROSE, and I have shown how it fits in in this part of the ship. This position may or may not be better than the usual one aft, but I think that the alteration will not be advantageous.

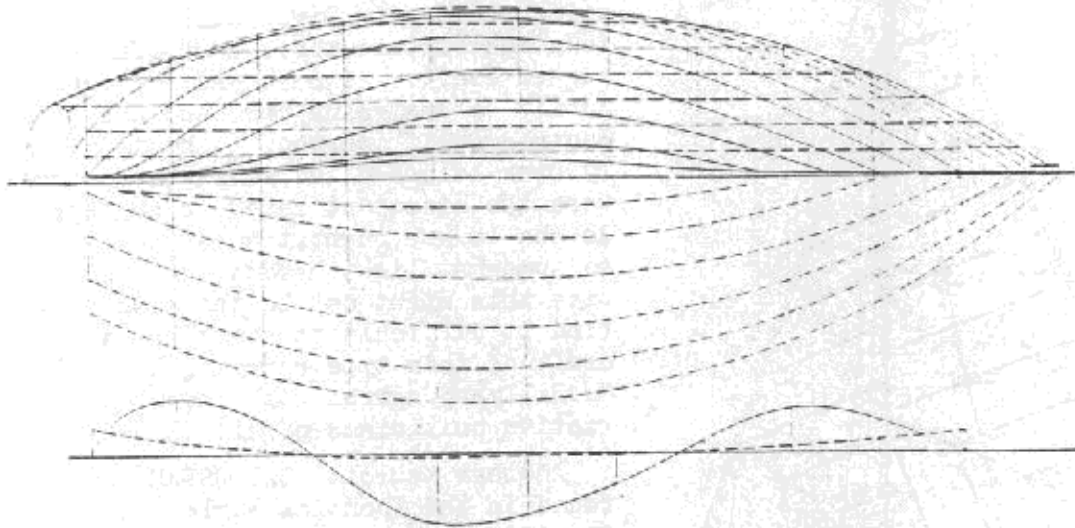
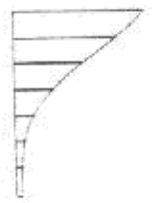
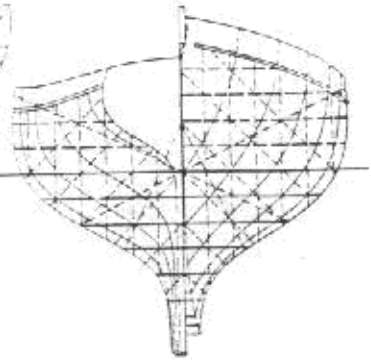
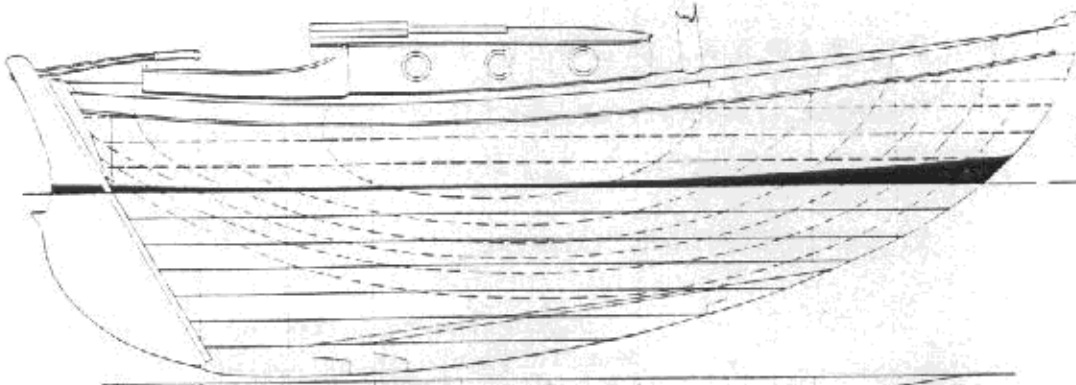
On the port side there is a full length settee, but on the starboard the feet of a sleeper lie under the provision cupboard. It is, of course, quite easy to transfer the galley aft. I feel quite certain that Omega, the last of her line, will be perfectly balanced. She will be a fine, easy sea boat, like ENGLYN and my own VINDILIS, but she will not be really fast.

One cannot get 6ft. head room and sitting room under the side decks in a yacht of this size and have a speedy vessel. Nevertheless, VINDILIS, last June reached from the Needles to the Le Havre lightship in eighteen hours, averaging five knots. In some of the hours she logged 6.5 knots by Walker log. She averaged four knots from the Shambles to Portland breakwater, sailing about half a point free. Both these speeds were made towing a 9ft. ordinary dinghy - rather a heavy one.

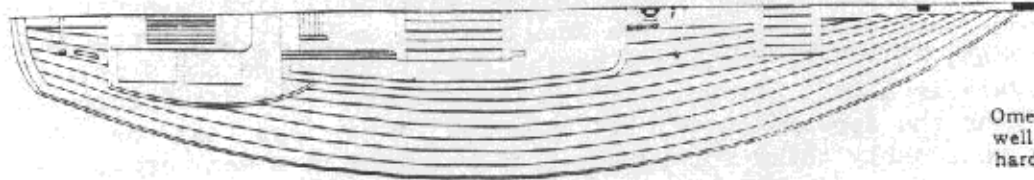
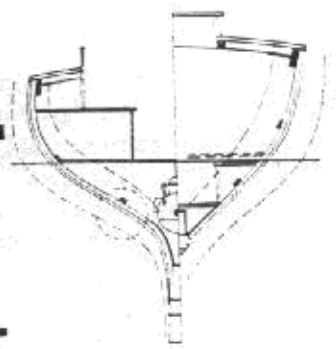
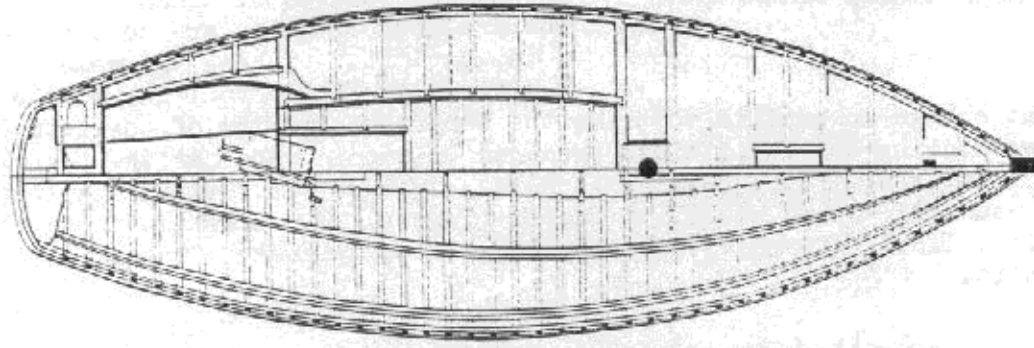
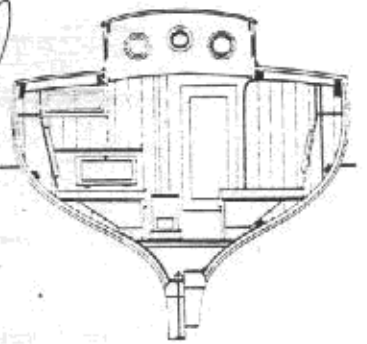
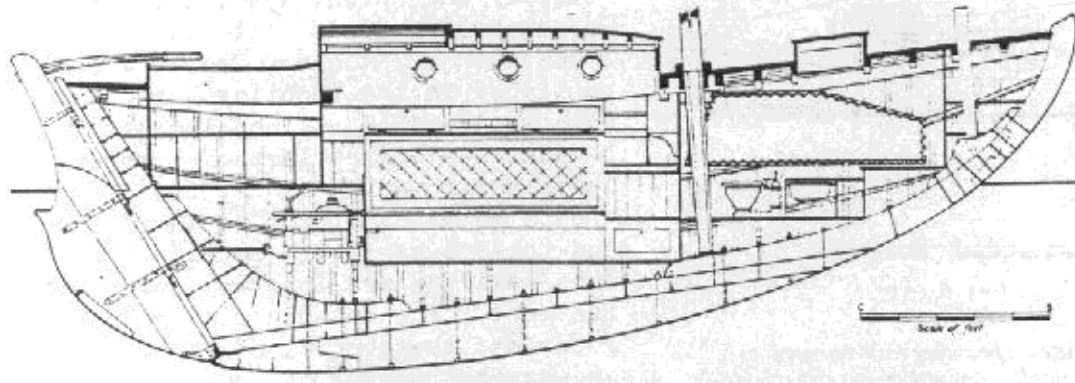
The forehorse is apt to be noisy, but this nuisance can be obviated by serving the horse with thick marlin. When this was done on VINDILIS I expected it to last but a few weeks, but it has now been there for four seasons and shows no sign of wear! On VINDILIS the main sheet comes forward to a sheave in the forward end of the cockpit and is made fast to a cleat inside. This is an excellent arrangement but the sheave should be a large one.

One Omega has been built but has not yet been launched. She was constructed by Upham at Brixham, and I have no doubt that her owner will be delighted for readers to inspect her. Others are projected both in this country and in New Zealand.

Stability factor by Turner's rule, 21 (anything over 20 is good). Omega is a metacentroid, and it will be seen that her moment curve without the rudder is an ideal one and that the centres of the curves of areas coincide.



Modifications to the lines of Cyclone, Englyn and many others have led to a hull which is sweet, stiff and balanced at any angle of heel!



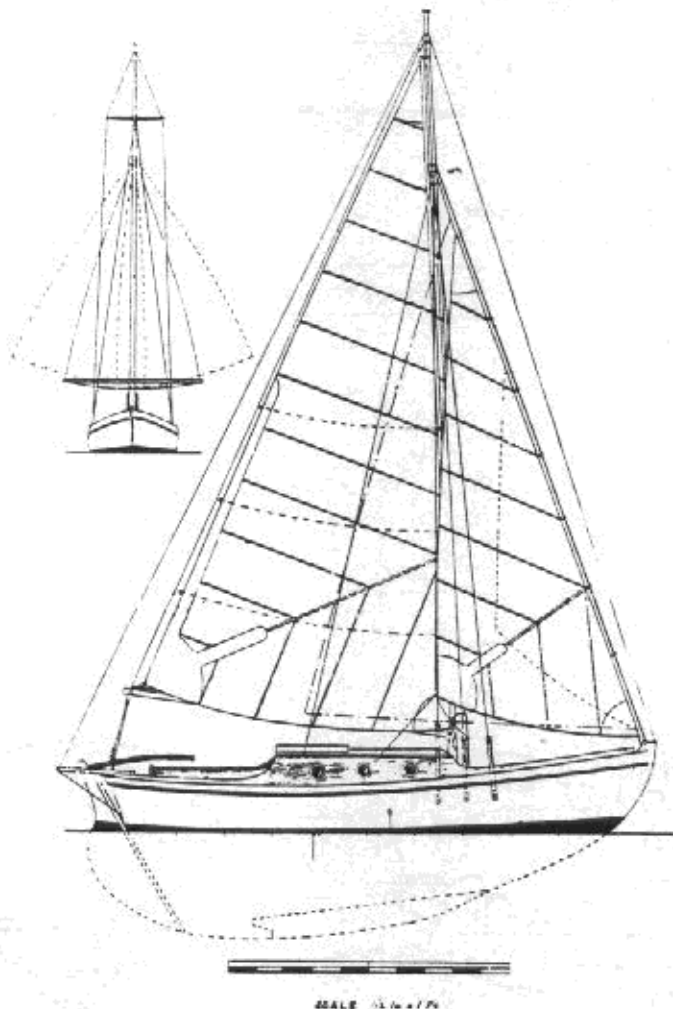
Omega's construction has been well worked out to withstand hard service when cruising

SMALL TABLOID CRUISERS

II-The 17-footer Omicron

by

T. HARRISON BUTLER, A.I.N.A.



The single-handed spinnaker can be used as a raffer or as a small spinnaker on either side.

During the past few months we have been fortunate in obtaining several designs of small tabloids. Yachting Monthly for January contains two, one a semi-day boat, the other a real sea-going cruiser by David Hillyard. This is a most interesting, beautifully designed craft. I have had the opportunity of analysing her, and her metacentric shelf is good. She is slightly over balanced and would be improved were the sternpost raked to 60 degrees. As she is she ought, theoretically, to be somewhat light-headed, but in practice this might not be the case. I find it difficult to visualize a chubby craft of this type carrying lee helm. Mr. Hillyard agrees with these constructive criticisms of his fine design.

Another tabloid, DAY DREAM, can be found in the Yachting World for August 11, 1939, and in the Yachtsman for February and March, 1940, there is a French design for a tabloid. In 1938 I designed a 7-tonner, Omega, which was published in the Yachting World for October 14, 1938. I called her Omega because she is the last of a series of designs with a LWL of 22.5ft. Three yachts have been built to the design, and their owners tell me that they balance well and are in every way satisfactory. The metacentric analysis is good, and the centres of the immersed and upright curves of areas coincide. The drawings of Omega are to a scale of $\frac{3}{4}$ in. to 1 ft. Taking the same lines, I altered the scale to 1 in. to the ft.,

and with a slight change in profile to bring the centre of gravity of the lead lower and to improve hauling-out facilities, produced Omicron. She has the following dimensions: LOA 20ft., LWL 17ft., beam 6ft. 6 $\frac{1}{2}$ in., draught 3ft. 9 $\frac{1}{2}$ in., displacement 2.5 tons, lead keel 1 ton, stability factor (Turner) 20, mainsail 130 sq.ft., foresail 60 sq.ft., T.S.A. 190 sq.ft., genoa 100 sq.ft., spinnaker 80 sq.ft., second jib 25 sq.ft.

THE DESIGN

This is the best compromise that I can think of which will give reasonable stability with the necessary cabin space. We know that in Omega it has produced a satisfactory seaboat, so in the smaller size the result should be the same. The metacentric analysis is almost correct without the rudder. The after curve is slightly larger than the forward curve, but this due to the fact that the after deadwood is kept reasonably thick for purposes of strength in a weak spot. We know that Omega tends to carry slight weather helm, and therefore Omicron will do the same.

The topsides have been carried up amidships to the cabin-top, but, for two reasons, this has not been continued to the bow. In the first place, it looks horrible, savouring of the motor cruiser; and secondly, because in any case there cannot be sitting room in the forepeak, and it would be putting weight in the wrong place to carry the raised topside to the stem. The raised part will be of teak, varnished, and an over-size rubbing strake at the main deck edge will sharply demarcate the topside from the cabin-top. The effect is good on paper, and will, I think, be equally so in reality. The slight round to the transom will greatly enhance the appearance of the yacht, and in such a small size will not add materially to the cost, because it can be cut out of the solid.

THE SAIL PLAN

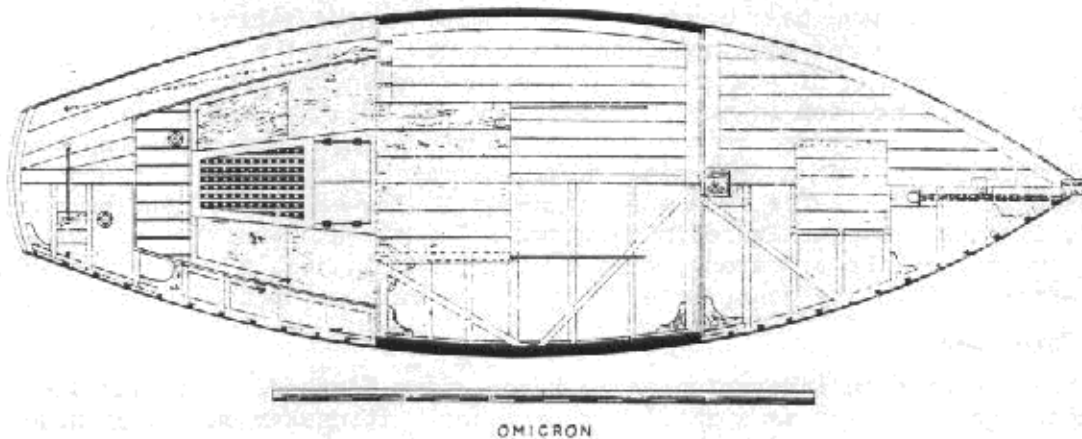
This contains an innovation and a reactionary feature. The single-handed spinnaker can be used as a raffee or as a small spinnaker on either side by simply swinging the boom over. The boom is fitted with a wire which runs through an eye attached to the mast. There are two guys, one at each end of the pole. If necessary, the sheet on each side can come aft, and the swing-over be achieved from the cockpit; or it can be done from the forehatch, a hook at the boom end being attached to the ring on the mast. The reactionary feature is that ordinary mast-hoops are used. Several of my designs have been built with this arrangement, and I used it on my "X" boat, MOYEZERKA. As far as I can gather, it is quite successful. In a small yacht, where the ultimate strength of material acts favourably, it is only a question of a slightly thicker mast. The high-placed shrouds allow the swinging spinnaker, and the rig would be very much cheaper than the now orthodox slide. There could be no question of the sail jamming and failing to come down. This, I admit, uncommon, and, with well designed track and slides, ought to be a very rare complication. If this method is preferred, the crosstrees would be placed half-way down the mast and the top would be supported by the usual parrot struts. I doubt whether my high-placed crosstrees are necessary.

A lowering-mast is shown in most of the drawings. This would be useful if one wished to visit Paris, and on many other occasions. Of course, the mast can be perched on the deck, and if the lutchet is well supported and sufficiently long there may be no objection to this procedure. Those who like it should make a careful study of the arrangements found in the "Z" 4-tonners. But these steel beams and brackets are expensive, and cannot be made by the amateur or the ordinary small builder, and personally I prefer the old-fashioned arrangement, where the sides of the tabernacle are bolted to the keel.

If the yacht is to be used under conditions that necessitate frequent mast lowering, as, for example, a trip along the French canals, then the Bermudian rig might give place to the gunter lug. This has a much shorter mast and would be far more suitable for inland work. Before the advent of the Bermudian rig it was the rig of election for the small rater, and is not far short of its successor in efficiency. The Bembridge rig, now a matter of history, had a long luff and is therefore effective. There is nothing to be said for the gaff rig for a tabloid yacht. It is the rig of the yacht of over 40 tons.

The gear is arranged so that Omicron can be worked almost entirely without going on deck. There is a real danger in working on the deck of a tabloid, and in this design it is avoided. David Hillyard, in his 2½-tonner, had figured a wide cabin slide. I had already adopted this in Omicron before Hillyard's design was published. Great minds think alike. But I have gone a step further. The seats on each on each side of the cabin have a flap, which folds over to make a complete raised platform. I adopted this plan in a design which was published in Y.M., Vol. XX, page 48. She can also be found in Francis Cooke's 'Single-Handed Cruising', 1919. She is only 16 ft. on the L.W.L. I would have included her in this article, but her metacentric Analysis is not perfect. If I can find time, I shall bring her up to date, and then she can join the rapidly increasing throng of tabloids, the ships of the future. (T.H.B. did find time and called this design Paيدا which will be published in a future issue - Ed.)

This arrangement has two advantages. It gives a platform to stand upon when reefing, which is done entirely from the cockpit and cabin, and it affords a wide sleeping area. With a tent over the boom there can be standing room for cooking.



The main halyards are fitted in the old-fashioned way. There is a block at the head of the sail, and a sheave on each side of the masthead, or two blocks. Thus the wire rope cannot get jammed in the sheave and prevent the sail from being lowered, for if one side jams the other still acts. One fall will be belayed to a cleat on the lutchet, the other will come aft to be belayed to the cabin-top in front of the cockpit. The boom will be tacked down by a wire leading to a small winch between the sides of the tabernacle in the cabin. Mr. Dinwiddy tells me that on his SVENSKA it was unnecessary to tack down the sail. He found the weight of the boom sufficient to keep a tight luff.

The staysail will also have a block at its head and two falls to the halyard. One will be belayed to the lutchet, the other will come aft and will be bent to the staysail downhaul, which passes through the after reef cringle. It will also be belayed aft. So the foresail can be lowered and bunched up by the downhaul without leaving the cockpit. Both sails can be lowered either from the mast or the cockpit. Of course, the topping-lift will come aft. I found that this arrangement of downhaul worked excellently on my MOYEZERKA. The mainsheet passes forward from the quarter-block to a sheave in the cockpit coaming, and is belayed inside the coaming. I have this arrangement on VINDILIS, and it is a most practical method. One can tend the sheet without looking backward, and a foot on the bulkhead gives an enormous purchase.

The forehatch is a large one, so that all work for'ard can be done from the fo'c'sle. Standing on the sole of the fo'c'sle, one can reach the chain and get up the anchor, and if it has a rope from the crown to the chain, get it on deck without leaving the safety of the forehatch. There will be double forestays, so that the headsails can be shifted; again I think without standing on deck.

The Genoa will not be used in bad weather, and this must be hanked on and off from the deck. The forehatch cover opens both ways, so that it goes aft for anchor work and forward for sail shifting. This aspect of the cover has triangular flaps to enable the hatch to be left partly open for ventilation. This is possible in any reasonable weather at sea. In VINDILIS we crossed from the Needles to Le Havre lightship in eighteen hours in a smart beam wind. The forehatch was on its flaps all the time, and no water got below. In a small yacht ventilation forward is essential. A little thought will be necessary to construct the double-action hatch so that it is reasonably water-tight.

As we are still on deck, we may mention that a hatch will be carried to cover 18 in. of the after part of the cockpit, or, alternatively, a canvas contraption can be used to fill the whole of the cockpit. It will be made to fit the floor, the seats and the side, and will button over the coamings, or, better, be fitted with lashings. A lanyard on the bottom will enable the whole thing to be raised to empty any water that may be shipped. But I think that it is very unlikely that such a thing would happen if the navigator keeps clear of tide rips and races. Remember Claud Worth's obiter dictum: "Keep clear of the headlands. The deep sea is kind to little ships."

THE LAY-OUT

The fo'c'sle on a small tabloid is a locker, not a living space. I see many designs with mechanical toilets and such like, and even cots fitted in these craft. I carry in my pocket a pair of dividers, and they often show that such are useless. A toilet is not an object of vertu, but something to be sat upon, and used at sea when the yacht is heeling and pitching about. Omicron has not the room for such a thing; it has, unfortunately to be in the cabin, and a curtain will have to provide the necessary privacy.

I have not seen David Hillyard's beautiful 2½-tonner. I wish that I could do so, and sail in her, but my dividers tell me that there cannot be more than 18 in. "belly-room" over his cot, with a very skimpy mattress! I never like to criticize another man's design, and no doubt there is creeping room for a small one. Omicron's fo'c'sle is a big locker with a floor for work for'ard when the forehatch is in action. In the forepeak there is shelf-room for kitbags and such-like light articles. To starboard I would have a canvas receptacle to hold the bedclothes from the cabin; the sort of thing that is figured in the design of DAY-DREAM, already mentioned. The Genoa and second jib and the spinnaker may go for'ard or stow in the after locker. One needs the actual ship to decide such minutiae.

A shelf harbours the riding-light and side-lights, if carried. To port we have a row of three water-cans. These are made in galvanized iron exactly the same size as petrol tins. The "Gem" tin is too large. Two gallons is enough to carry from the shore and to handle on board. I thought of having no fo'c'sle and using the fore part of the vessel as a for'ard self-draining cockpit, but the locker space is needed if real cruising is anticipated, and Omicron is intended for a channel and estuary cruiser.

We must now pass to the "saloon", an ambitious term for such a small space. On the port side we begin with a large food locker with three shelves. The bottom one is a clothes shelf. Aft of this locker is a folding table. This extends to the starboard side of the tabernacle and is 2 ft. 9 in. long and 1 ft. 3 in. wide. It is well shown in Section IV. It has two leaves and hinges back against the ship's side when out of action. Amidships there is a toilet bucket. Along the port side there are shallow but useful lockers forming the back of the seat. They are seen in Section VII on the starboard side. At the after end of the settee is a large clothes locker extending under the cockpit seat. This must be metal-lined, or it will be always wet.

For'ard, on each side of the toilet, there is a locker, that on the port side being covered by the cushion. The galley, with a gimballed Primus, is on the starboard side right aft. For exclusive single-handed cruising this may be larger and have a double stove. I have shown a cot bunk on the starboard side, but I doubt whether it is necessary. When the flaps are folded over there is a broad floor and ample room for two to sleep. The starboard bed would be a "Lilo" air bed or something similar that could be deflated and stowed for'ard. Or a Root's cot could be used. I do not know why they are called Root's cots, for the idea is a very old one; in fact I figured it in designs I made forty years ago.

The cockpit has a raised seat aft, at deck level, and the risers of the side seats are staggered well back to give plenty of foot room. On the starboard side there is a locker for three petrol tins. The engine is a Stuart Turner 4 h.p. without reducing gear. As this swings a left-handed propeller, the shaft is offset to port. This is theoretically correct, but in the case of a small, fast-turning wheel it does not matter much. The "Z" 4-tonners have the propeller on the wrong side, but they carry no helm at all under power.

I would have liked a smaller engine, so that there might be a clear level space from the cockpit floor to the mast when the flaps are down. Then under a tent one could sleep with one's head in the open, and it would be more convenient for walking for'ward. I noted that David Hillyard used a 1.5 h.p. in his 2.5-tonner, but he tells me that it has proved not to be sufficiently powerful. If the yacht is to be used for real cruising it is essential to have power enough to push the yacht to windward under severe conditions; or, when making a long passage, to get it over while the weather is good. A long calm or light head wind would make a channel crossing a tedious and tiring business for a single-hander,

and before he could get into shelter a "depression" might have made its passage from Iceland and have arrived in time to do its stuff before the yacht could get into harbour.

If one cruises in a tabloid one must be able to choose one's weather and to limit the time of a crossing. On my return from my cruise to Rouen I was tied for time and we had to use our engine for 60 miles on the passage from Havre to the Nab. Again, a small yacht will go to windward in a hard wind under a scrap of canvas with the engine running slowly and make excellent weather of it. I found that in half a gale VINDILIS went to windward grandly in the Solent under staysail alone with the engine just ticking over. I have figured in a Stuart Turner because I have one in VINDILIS and had one in SANDOOK. I know that it is a reliable engine that gives no trouble if an "Autoclean" filter be placed in the petrol pipe-line. The only trouble with this engine is choking of the jets, and it is a real one. The filters supplied with the engine are inadequate to make choking an impossibility.

Finally, the "horn" on the rudder is a bathing step, and a most useful fitting. I mention this because several yachtsmen have written to me to ask what this horn is for. The small piece of lead in the rudder is to balance the tendency of a raked rudder to float up when heeled.

I fear that I have said too much about the details of Omicron, but I want to regard her as a model of what can be done to ensure comfort in a craft only 20 ft. overall.

Yachting Monthly
August, 1940.

It is a matter of regret that this Summer issue is not quite as elaborate as the last issue but room has to be made for the Members List, &c. within our usual postal budget. My apologies to those members who have been good enough to let me have "copy" which, so far, has not been published. They may rest assured that their help is much appreciated and will not be forgotten.

On the boat side I hear that ARDGLASS has been sold by Pat Russell (see Joan's letter) to Peter Moseley and she is already on her new station at Fowey. LA BONNE has found a buyer also and those of us on the East Coast are relieved to know that the poor neglected JUNE (Z 4-tonner) has at last gone to a good home and is in the capable hands of Rod Nevols (Prospective new member) who intends to restore her, partly through professional services and partly d.i.y. JUNE distinguished herself in 1952 by winning the Cruising Association Knight Cup, under the name of HERE NOW, for a single-handed cruise from West Mersea to Esbjerg and back. During the return passage she broke her tiller whilst hove-to in a Force 9 gale and still has the metal sleeve to prove it.

Whilst on the subject of breakages I received, just as I was going to press, a shock telephone call from Joan to tell me that she was in Basingstoke and District Hospital with a broken femur. Amidst the pips and insertion of money it was difficult to absorb the details but I expect to hear from her again shortly. This alarming news was received shortly after Mrs. Editor's return from a fortnight in hospital recovering from a recurrence of her cardiac problem. We wish them both a speedy return to full health and strength. See you at the Laying-up Supper!

THE EDITOR.

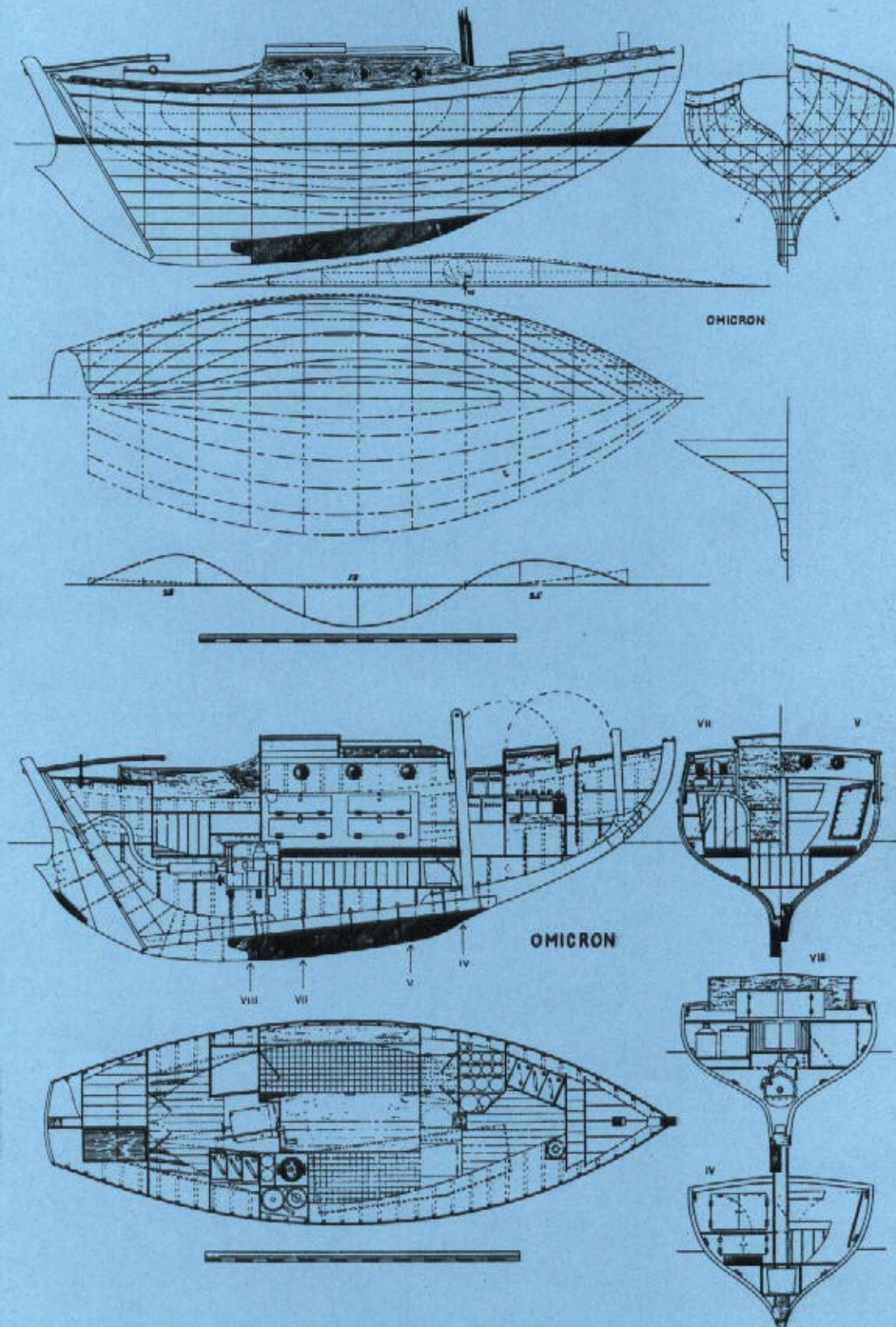
NEW MEMBERS

Full.

Charles Butler (Great-great-nephew of T.H.B.)
Church Farm Cottage, Culmhead, Taunton, Somerset, TA3 6AP. Tel: Churchstanton (082360)507

Associate

David and Anne Batstone,
Bentley House, 68 Wickham Hill, Hurstpierpoint, W.Sussex, BN6 9NP. Tel: Hassocks(07918)



The design is a compromise to give reasonable stability with the necessary cabin space.

WANTED.

By a Prospective New Member: a "Z" 4-tonner in a sound and unvandalized condition with a reliable auxiliary engine or one capable of being reconditioned. Cosmetic appearance of no great importance but no major shipwright's work. A genuine enquiry from an enthusiast with fairly limited capital. If any member knows of or has such a craft please supply details to the Editor, if for sale.

