



THE HARRISON BUTLER ASSOCIATION



"Yarinya"

NEWSLETTER No: **32**

WINTER **1990**

2 The Chestnuts
Theale

November 1990

Dear Members,

I attempted to write my letter while I was at the Crag and indeed, I did make a start. It was very difficult because my time there was shorter than usual, there weren't many wet days and I was very involved with the garden and usually came in from my labours, weary and aching with a marked tendency to sit in my chair and fall asleep. I was heartened by the plant growth which had developed since I was last there in mid-July. The open spaces left when the fallen trees had been removed are filling up and all I need is freedom from storm force winds.

Now, having returned to Theale, I'm determined to send my screed to Peter before I set off on a November cheap-rail-ticket-for-the-oldies trip to Edinburgh. After that, I go to Timothy for about a week and then return here to hibernate.

I start with a sad item of news which is to tell those of you who don't already know that Robert Warne died in August, aged 87. He had been ill for some months, looked after by Lesley and Patrick Gibson who will miss him even more than the rest of us who enjoyed our meetings with him at our functions which, in fact, he hadn't been able to attend in recent years. Lesley and Patrick had been closely involved with him over many years.

I had the privilege and pleasure of sailing with Robert aboard Alexa - and I have never been brought alongside under power so dextrously. He was our oldest member and we were lucky that he survived to give us the pleasure of his company for so long. I, certainly, am sad that I shall not see him again.

I attended the Thanksgiving Service for Robert, in Turner's Hill and I was fascinated by the account of his life which his son, Nicholas gave in his address. We are reproducing this rather than the newspaper obituary as it is more personal while at the same time telling of his very distinguished career. Nicholas also was a retired Submariner and both of them had known my nephew, Derek Tuson, when they were in Barrow-in-Furness, commissioning submarines.

It is sad, though inevitable to lose members through death but it is also comforting to know that the numbers of new members always exceeds those whom death takes from us and you'll find some new names in the Supplement to the 1990 List of members along with those whose names I inadvertently left off the List and to whom I apologize: just as I thought I'd produced our first ever perfect list!

Friends who live opposite to me here in Theale (the ones who lend their video when we want to shew films at the A.G.M.) have two sons and the elder, just 21, has asked me to try to find someone kind enough to give him some sailing experience next summer. He will be free after his exams, that is, for the whole of July and August. Had I a boat I should have no hesitation in adding him to my crew. He's fun to be with, he has dinghy-sailing experience and he's a good cook. What more can I say except to give his name and address:

Jonathan Boulter
Lukers
47 High Street
Theale
Reading
Berkshire. Tel. 0734 303182

Our Laying-up Supper was, as one would expect, another very enjoyable occasion and I am grateful to John Lesh for doing all the donkey-work in making the arrangements. We sat down about 27 souls, most of whom had come overland. In fact, H.B. boats were rather thinly represented: Minion, Lindy II, La Bonne and Caracole. Andante II was the only Associate boat present and

David and Ann Batstone plus dog and I shipped aboard in Lymington as John's crew to the Beaulieu River, but on the Sunday David and Ann (and the hound) went off to look at Rose of Arden and "Charlie Makepeace" and Mac Mckinney and Jill (whose surname I can neither read nor call to mind at the moment) came back to Lymington with us. We anchored off and went ashore at Yarmouth on the way. I have a soft spot for Yarmouth where we often called in in the days of my far-off youth and because it was there that Robert (J.B.) and I first met - at a Little Ship Club Easter rally. I was speechless at the time, with laryngitis, and I think he must have thought that here was a woman who wouldn't answer him back.

It was fun to meet so many members and friends at the Supper and I look forward to repeating the performance, with additions, at the A.G.M., here, on February 23rd. Please return your slip as quickly as possible if you're coming as it makes my job of catering so much easier. Early replies make life easier but, if you find at the last moment that you can come, give me a telephone call.

I continue to receive and enjoy letters from members and I try to keep up with my replies. Even if you don't hear from me it doesn't mean that I don't think about you, particularly if you are an overseas member. After all, most of our U.K. members are only a telephone call away.

Peter Moree wrote and he enclosed some lovely photographs of Yarina, some of which I hope will convert well enough into black and white for the newsletters. He said that he had hoped to bring Yarina across to the Shotley rally but it had not been possible. He did, however go to a similar rally in Hoorn, at which there were two other (names unspecified) H.B. boats present. He and Wenda have started their very small daughter in the way she should go and she has already been sailing with them. Peter was asking when the boat's name became Yarina, and why? She started life as Pride II and then had a period as Sea Rider before settling for Yarina. I think that either of her subsequent names is preferable to Pride II.

For the first time for years, Geoff Taylor hasn't sped across the Atlantic to warmer spheres and is beavering away with Watermaiden. This I heard on one of the grape-vine tendrils. Perhaps he can be coaxed to the A.G.M.??

Another tendril, and not even from an H.B.A. vine, told me that Jill and Phil Gordon were back in Falmouth and living aboard their "other" boat which they bought in America after selling Trade Wind to an American whom I shall invite into the Association. I now have her name and address from Phil who has written to me to say what a wrench it was to part with a boat with which they had had a love affair lasting 22 years but that she is in good hands. I just wish the hands were here in the U.K. We have also lost Cora A. to America. It is unlikely that these boats which are sold abroad will ever be replaced over here.

I had hoped that Phil and Jill would be able to come across to St Mawes for lunch on a day when I had Brian, Jane and Gavin Hawkins staying with me and when Tom and Elsie Salmon were lunching with us. (Tom was the narrator in the "Under Sail" series) but my letter didn't reach them (inadequately addressed, I think) and I think they were away that weekend, anyway. Sadly, but understandably, they have now resigned from the Association. It's sad when members resign but better that they should do so than just fade out so that we go on sending H.B.A. material and then find that subscriptions have ceased to flow in as happens sometimes when members sell their boats.

A new book has just been published, about Albert Strange, the professional artist/amateur yacht-designer who was a friend (and a patient) of my father and whose designs were an inspiration to him. We are enclosing a leaflet about the book in case any of you should feel like adding it to your yachting library.

In reply to letters and photographs from Kathy and Jeff, in Australia, I sent some photographs taken at our last A.G.M., so now they know what some of us

look like and also, the venue where the meetings are held. I'll try to get some black and white photographs taken next year and they may be able to go in a future newsletter. Not all coloured photographs have enough contrast to be suitable for conversion to black and white.

Canada has gone rather quiet and I've not had any news for ages. How are you all? Has anything been seen of Erla recently, a former member? Another former member is Zair, a Z. 4-tonner, once owned by Robert Lally. What has happened to her? I know that B.C. includes a very large area of water but H.B. boats do stand out from the crowd and you may come across them. If so, please do put their owners in touch with me - and any other H.B.s you may encounter.

I feel sure there are other things I meant to say to you but if so, you'll have to go without because they have left my mind and, as Peter has been kept waiting an inordinate time for my letter I shall do no more than to send

My very best wishes to you all,

from

Joan.

ROBERT SPENCER WARNE (Address given by his son, Nicholas at his Thanksgiving Service)

We are here this morning as a thanksgiving for the life of Robert Spencer Warne, husband of Dorothy Hadwen, father of Mungo, myself and Bill and grandfather of Andrew, Adrian, Caroline, James, Debbie, Anna and Juliet. Sadly, Bill, Anna and Juliet can only be with us in spirit from Australia but it's a particular joy, as it was to my father, that Caroline should have been here for his final few days among us.

In his early years my father was called Roy because his family had christened him that and mistakenly thought his grandmother Gar had registered him as that. She was a rather determined lady of decided opinions - a true Warne, you might say and, not liking the name Roy, recorded his name as Robert, which he only found out when he entered RNC Osborne in 1916, for which he needed his birth certificate. Which brings me to a very characteristic feature of my father - the number of names by which he was known - and, like all nicknames, they were based on love and affection or respect because that was the sort of man he was. Let me recount them.

He began his life as Roy and so he was known to his parents, his brother Guy, his sisters Betty and Helene and, above all, by his beloved Nan who took the place of his mother following her tragic death when he was only eleven.

He entered the Navy as Robert and very quickly became known as Bobby - and it is as Bobby that he was known to all his present family and, particularly, my mother. He was married to Dorothy Wheelwright on 15th August 1925 and by a lovely coincidence he left us to join her on the 65th anniversary of their wedding.

Being married at 22 as a Sub-lieutenant in the Navy of 1925 was no easy matter. Their Lordships did not approve of marriage before the rank of Commander - and they certainly didn't recognize such impetuosity in the pay of £3.10s per week which, even allowing for today's inflation, is only some £6,000 a year for everything: uniforms, Mess bills, Ma and, a year later, Mungo. Which brings me to the name we three boys gave him of Pa. So Pa

asked Ma whether she would prefer him to join the Fleet Air Arm or Submarines to get the extra danger money. She replied that she couldn't bear him to risk his life in aeroplanes so, he joined the Submarines instead, in 1926, for an extra 10/- a week.

The Submariners are a very special group of people who form intensely strong and close-knit friendships. One characteristic of this is their penchant for nicknames and his resilient nature and bounce resulted in the name, Bungi because in Naval slang, that's the name for a rubber.

His service career in Submarines was the major element in his long and equally successful career in the Royal Navy. His first command was the submarine H31 and by 1936, just after his 33rd birthday, he was promoted Commander, being then in command of the Fleet submarine "Severn", based at Malta. By 1938 he was standing by the building of "Triton" at Barrow in Furness and commissioned her before the outbreak of war. By another of life's remarkable coincidences, twenty-five years later it was my turn to commission the first of a new Class submarine "Valiant" from the same yard, Vickers and, quite by accident, Sonia and I set up home in a village called Bardsea, just 100 yards from where Pa had had his digs in 1938.

While he was at Barrow Pa built a sailing yacht - a Snipe - and from this time on he was to acquire two consuming hobbies for which we know him so well and which we have all admired and enjoyed - working with wood and sailing boats.

When war broke out he was too senior and valuable to command a submarine. Initially, he was Staff Officer, Operations to Admiral Max Horton (FOSM) and in 1941 he was promoted to Captain - 38 years old and the youngest captain in the Navy at that time. The rest of his war was as a captain S/M of two submarine flotillas. He took the new depot ship "Adamant" to Mombasa and formed the 4th Flotilla which later moved to Trincomalee and then, in 1943, took command of HMS "Forth" in the Holy Loch and the 3rd Flotilla. This was rightly regarded as one of the most important commands because every single new submarine trained and worked under his flotilla command before leaving for war patrols. Through his hands passed many of the most famous names in the submarine service.

Around about this time yet a new nickname appeared, particularly with his family and close friends: Old Warne or, O.W. for short. An old and wise head on young shoulders and from this time on more and more people would turn to him for wisdom, experience and advice. He had, and developed, a quite extraordinary ability to analyse a problem; rationalise its essentials; determine the options and then explain the best choice persuasively and clearly. How many of us here today give our thanks for the benefit of Old Warne's wisdom and kindness. Time and time again he would go to tremendous lengths and trouble to help to solve other people's problems and with time and expense no object. Just one small example was his commitment to Aunt Lil during and after Uncle Guy's long illness and early death.

At the end of the war he finally got his dream appointment. A 'Private' ship, as we say in the Navy: the cruiser "Euryalus", based in the Pacific for 2½ years. Here more than anywhere he was able to exercise his experience; his powers of leadership; his great gifts for handling young people. Going through his papers I found that this ship's company had formed a "Euryalus Association", a thing that rarely happens and then only for outstanding reasons. They will have their annual reunion on October 4th and on the invitation to Pa as Commodore of the Association the Captain's Secretary wrote: 'We do hope that you can attend this year. We can arrange for transport if that would make it easier for you. So many people asked for you and you should know that you are held in great honour by your Ship's Company.'

On his return to England he was appointed Commodore of the Naval Barracks at Portsmouth and in 1951 was promoted Rear Admiral and had to handle that most difficult of jobs, Director of Personnel - Manpower Planning at a time of progressive cuts needed to stretch the Navy's manpower to meet all the competing requirements of the operational ships. He was caught in the all too familiar dilemma of superiors with the authority who willed the desired end to serve the politicians - a Rolls-Royce Navy at Ford prices, you might say - and the responsibility for devising how to do it. In practice, lesser men would have said "Yes sir" and then evaded and dissembled - flannelled their way through (to use a service phrase). Pa did the opposite and forced the Board to face the reality of their decisions - for which he was not forgiven. But, given the choice again, he would always do the same again because this too was his nature - moral courage, integrity, truthfulness, whatever the cost.

So, after a final posting as Flag Officer Germany in 1953, he joined industry as Managing Director of Ransomes and Rapier where all his personal qualities were again exercised to the full, before retiring to enjoy his beloved yacht "Alexa" and, after Ma's death, the great happiness of Meath Cottage as an adopted member of the family of Patrick and Lesley Gibson. Nothing that I can say can describe the happiness which that gave him or express the gratitude of all our Family to theirs. Sadly, Patrick and Lesley had to leave for Australia this very morning but Patrick left these words for me to say on his behalf: 'Our family feels an inexpressible sense of loss at Bobby's going. He is known as Uncle Bobby to our children and their friends from home and abroad, all of whom made a point of having a chat with him in Meath Cottage when visiting Mantelmas. He was a great favourite. A number of young people, both British and Australian, have cause to be grateful to him for the references he wrote which have helped to start them in the world of work.'

'We shall greatly miss his friendship, his wise counsel, his humour and his unfailing support in times of difficulty or crisis. Most of all we shall miss him just being there. We count ourselves privileged to have had over 30 years of happy friendship.'

And that brings me to his final new names. Grandad to the U.K. children, Bampa to the Australians and Uncle Bobby to his nieces, nephews and adopted Gibsons. It has been a wonderful thing that he should have known them all and seen them grow to adulthood and also to have known his great grandchildren, Emily and Lucy.

So, what's in a name?

For us here we have come to give thanks for the life of Robert Spencer Warne, Companion of the Order of the Bath; Commander of the Order of the British Empire; Rear Admiral of the Royal Navy; Roy, Bobby, Bungi, Old Warne, Pa, Grandad, Bampa, Uncle Bobby: and his legacy to us must be his brilliant, shining, wonderfully courageous integrity. In a phrase:

'To thine own self be true then canst thou not be false to any man.'

N. Warne.

21st August, 1990

To us he was Robert, to me sometimes, Bobby.

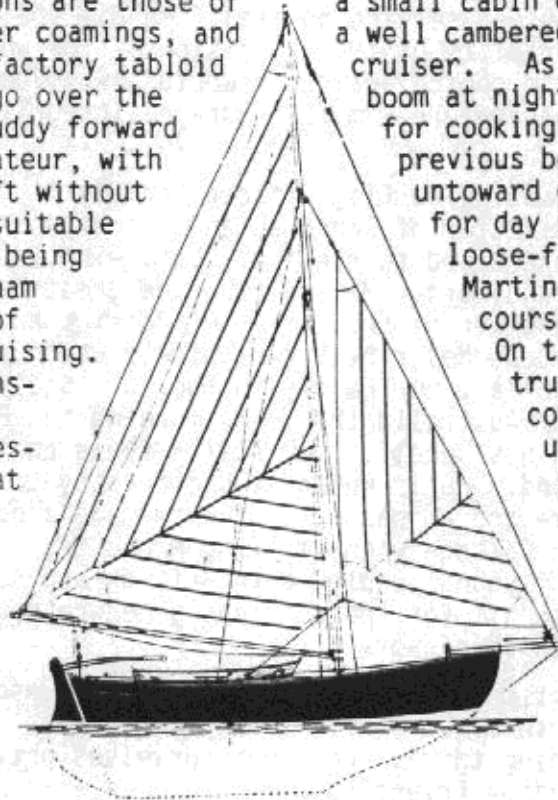
Joan.

M A R I T A, a D a y C r u i s e r

The design reproduced here from the board of Dr Harrison Butler, is that of a healthy little half-decked day cruiser which would be eminently suitable for a beginner to learn the art of cruising alone around the Solent or estuary waters. Drawing 3ft. with a lead keel of 15cwt., she displaces 1.8 tons and is therefore not of the shallow sizable. Her sections are those of the addition of higher coamings, and be made into a satisfactory tabloid could be carried to go over the ample space in the cuddy forward and clothes. An amateur, with could build this craft without shown is especially suitable the Bermuda mainsail being being furled by Wykeham 220 sq.ft. - could, of ired, for coastal cruising. ing the method of cons- Although this is, of type to build, the res- able little craft that in moderately bad

The construction ial, and if the boat for day sailing and river warers, some could, with care, galvanized iron be omitted, or if by grown oak floors. is advised, however, fore cutting down construction of the ing her, as he may unwittingly weaken her and cause her to give endless trouble. The strains imposed by the leverage and weight of the mast on its step are taken partly by the stem and partly by the keel. If weight were *saved" by making the mast step half or a quarter the size shown, it would almost inevitably lead to a wrencled step and constant leaking.

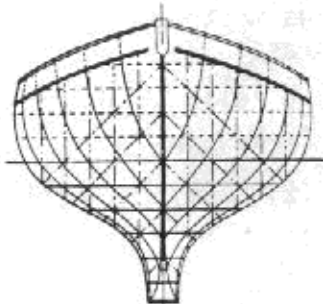
The scarph in the stem at the waterline, necessary where no oak crook in one piece can be found to form the complete stem, will be noted, together with its "stopwater", indicated by a small black circle in the centre of the scarph.



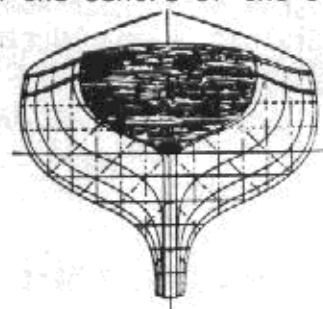
Mainsail 165 sq. ft.; Foresail 60 sq. ft.
($\frac{1}{8}$ in. scale)

centreboard variety, being uncap- a small cabin cruiser; indeed, with a well cambered cabin top, she could cruiser. As it is, a canvas cover boom at night, while there is for cooking gear, sleeping bags previous boat building experience, untoward difficulty. The rig for day sailing in all weathers, loose-footed and the foresail Martin gear. The area - course, be cut down, if des- On the next page plans show- truction are given. course, not the simplest ulting boat would be an could make good passages weather.

as shown is substant- is to be used solely "pottering about" in of the scantlings be cut down, and the floor straps could preferred, replaced The amateur builder to seek advice be- any weight in the boat if he is build-

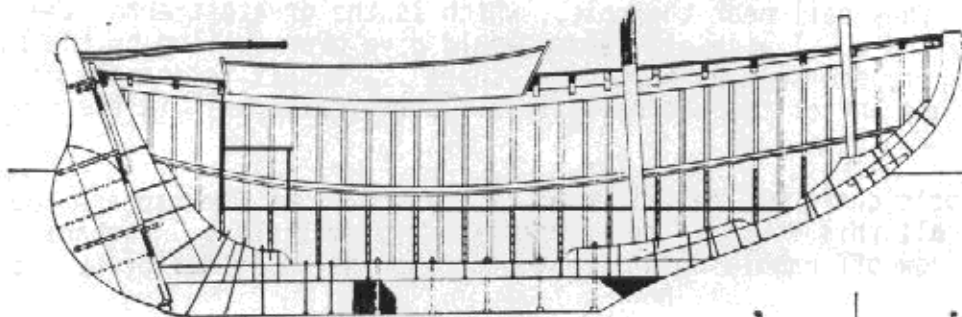
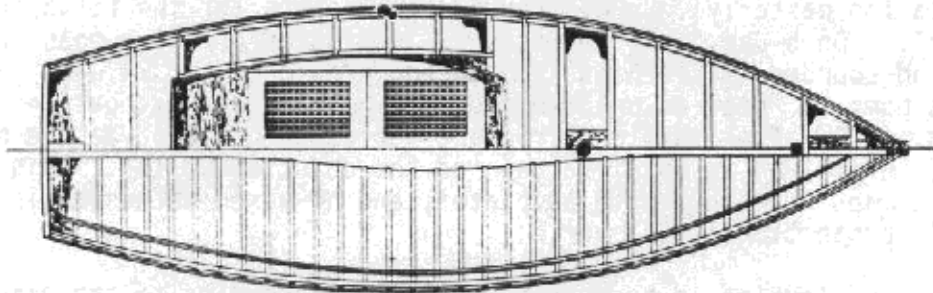
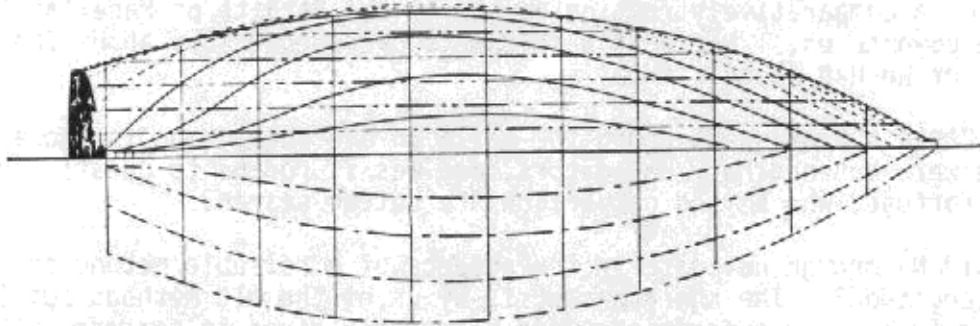
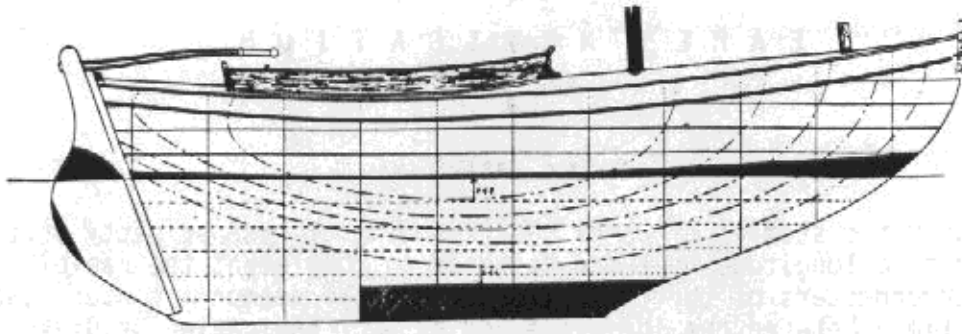


Bow sections ($\frac{1}{4}$ in. scale)



Stern sections ($\frac{1}{4}$ in. scale)

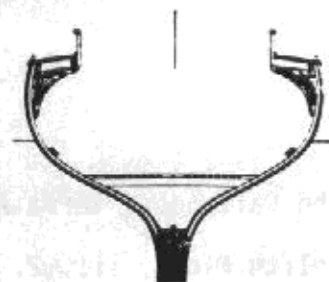
There are other stopwaters where both the stem and the sternpost meet the keel. These are wood pegs driven athwartships in the cracks to prevent the water from percolating along the crack and so into the ship - a small thing, but one which we have seen even experienced builders omit, with a mysterious leak as a result!



MARITA

Half decked day boat. Lines and construction plans. LOA 18 ft. LWL 15 ft. 9 in. Beam 6 ft. 1 in. Draught 3 ft.

[Scale $\frac{1}{4}$ in. to 1 ft.]



E A R L Y N A V I G A T I O N

By

Peter Hasler

We all know the stories of James Cook teaching his keener petty officers how to determine longitude by lunar distance to complement the use of the improving chronometers of the time, but what of the seamen a century earlier, midway (in time) between the 'by guess and by God' navigation of Drake, and the comparative precision of such masters as Cook and Bligh? Let us spare a moment to recall Captain (afterwards Sir John) Narbrough of the **SWEEPSTAKES** (300 tons), a protege of Pepys's contemporary Christopher Myngs, most of whose account of a comparatively routine voyage to the Straits of Magellan (1669-71) has come down to us. Not that Narbrough's crew were happy about their situation, for he had to tell them

that Captain Drake went round the world in one ship, when in those days there were but ordinary navigators, and was it for us to question our good fortune, who beyond comparison are better seamen?

So how did Narbrough navigate in the absence of a reliable method of determining longitude? The short answer is by using the old methods but infinitely carefully. His positions were frequently given in degrees, minutes and tenths. On the voyage out he worried about a discrepancy of only 12 miles between 'my dead account' (his log) and his meridian altitude (24 Dec. 1669). He took an azimuth (30 Dec.) 'and found six degrees ten minutes variation easterly'. He observed small stars 'of the fifth and sixth magnitude'. On 5 Jan. 1670 he measured 'variation of the compass by an amplitude' and sounded 184 fathoms 'and had no ground'. On 24 Jan. 'no ground at 145 fathoms'. Near an unknown shore 'I hoisted out my boat and sounded'. On 15 Dec. 1670, after sailing 'from one sea to the other' via the Magellan channels, he arrived in Valdivia Bay 'on the coast of Chili'. His vestigial charts and maps he referred to as plates, and he waxed enthusiastic about Mercator's projection of the world:

The best navigation is by Mercator, sailing according to the circle of the globe ... most of our navigators in this age sail by the plane chart [determining a ship's position on the assumption that the surface of the earth is plane instead of spherical, accurate only for short distances near the equator] and keep their accounts of the ship's way accordingly, although they sail near the poles, which is the greatest error that can be committed ... I wish all seamen would give over sailing by the false plane chart, and sail by Mercator's chart ... but it is an hard matter to convince any of the old navigators ... they will walk in their wonted road.

Now Mercator's chart was described as 'the new map' by Shakespeare about 1599, so perhaps all this shows is the conservatism of mariners. Probably there is someone now off Hamble Point trying to find the **Jolly Sailor** by astrolabe.

P.W.Hasler.

1. John Callander, **Terra Australis Cognita** (1768)
2. **Twelfth Night**, iii. 2.

THE CHEAP SINGLE HANDED CRUISER

The present price of yachts places them beyond the reach of the majority. It is almost impossible for a rich man to build; the poor man cannot even buy, for small worn out boats are costing more than their original price. For some time I have been thinking out the problem, and I welcome your latest Designing Competition, and hope that it will help to clarify the situation. The whole subject, however, is so difficult that I almost wish that you had allowed at least six months for the preparation of the plans. The chief element in the present high price is labour, and the second is the increased cost of materials; I fear also that profiteering is not absent. The poor man must eliminate labour by building his own boat.

The cost of materials remains, and can be reduced only by adopting a design which reduces material as much as possible and employs the cheapest varieties. Material can be economised in the hull, and both labour and material in the sails and rigging. As regards the latter, we must have as small sail area as possible, and must exclude all the blocks we can. To economise in the hull we shall select the smallest size which can be lived on, and we shall simplify the frame, and put all the ballast inside. Naturally, we shall not have the best boat, nor will she be very fast, but the whole question is a compromise, in which cost rules our choice of form and dimension.

If the amateur is to build his own boat the design should be made for his especial benefit, so as to exclude all the most difficult work. There are some men who can build to an ordinary design and make a good job of it, but there are many with less skill who examine the problem, and decide that the solution is beyond them.

I have sketched out the accompanying design which, I think, simplifies the construction in many important details. I take it, that the most arduous part of yacht building is shaping the keel and the stem and stern-post. In this design these members are merely rectangular planks, sided three and a half inches. They can be cut to shape in any saw-mill, and bolted together with ordinary iron bolts made by a blacksmith. If they are quenched in oil, countersunk and covered in with wood plugs, there will be little rust. The knees will give some trouble. The rabbet will not be very difficult, for the angle made by the planks varies only slightly. The stem is straight, and the upper part has but a slight curve, and will not cut into much wood. The two portions are joined with an apron, and again are bolted with common iron bolts. As all the ballast is to be inside, we must have a ballast box, and so the midship section is peg-top in shape. This section will not conveniently end in a transom, so the boat is double-ended. This has the advantage that when the yacht heels the wedges of emersion and immersion will vary little in area, nor will their centres of gravity move fore and aft. The boat heeled will trim on an even keel. The slight curves will make planking easy, and the design is specially suitable for the Ashcroft system. Bent frames will be used and wood floors. French nails must replace copper if cost be considered. When the planking is complete the bilge will be filled up as shown with concrete in which is embedded as much old iron as can be got in amidships. Iron punchings will be the best if they can be obtained. Concrete alone will not be heavy enough. The displacement of the shaded part which is to hold the ballast is about 17 cubic feet. Concrete weighs about 120 lbs. to the cubic foot, and oak about 50. The total weight of the ballast if wholly concrete would be about sixteen hundredweight, and this is not enough. About one ton eight hundredweight is called for. Before the concrete is run in, plenty of clout-headed nails would be put into the floors and keel with the heads standing out. The concrete will get a grip on these, and the lower portion of the hull will be a monolith, and, even if the workmanship be faulty, she will not leak here. There will be no corrosion of the iron bolts under the cement. The frames will be bent and of ash or American elm. There is but slight curvature, and little if any steaming will be necessary. The shelf will be made in two pieces riveted together to avoid the difficulty in bending. The shape of the hull is such that there will be but

little sni on the planks and not much material will be cut to waste. The deck will be ordinary match-board covered with canvas.

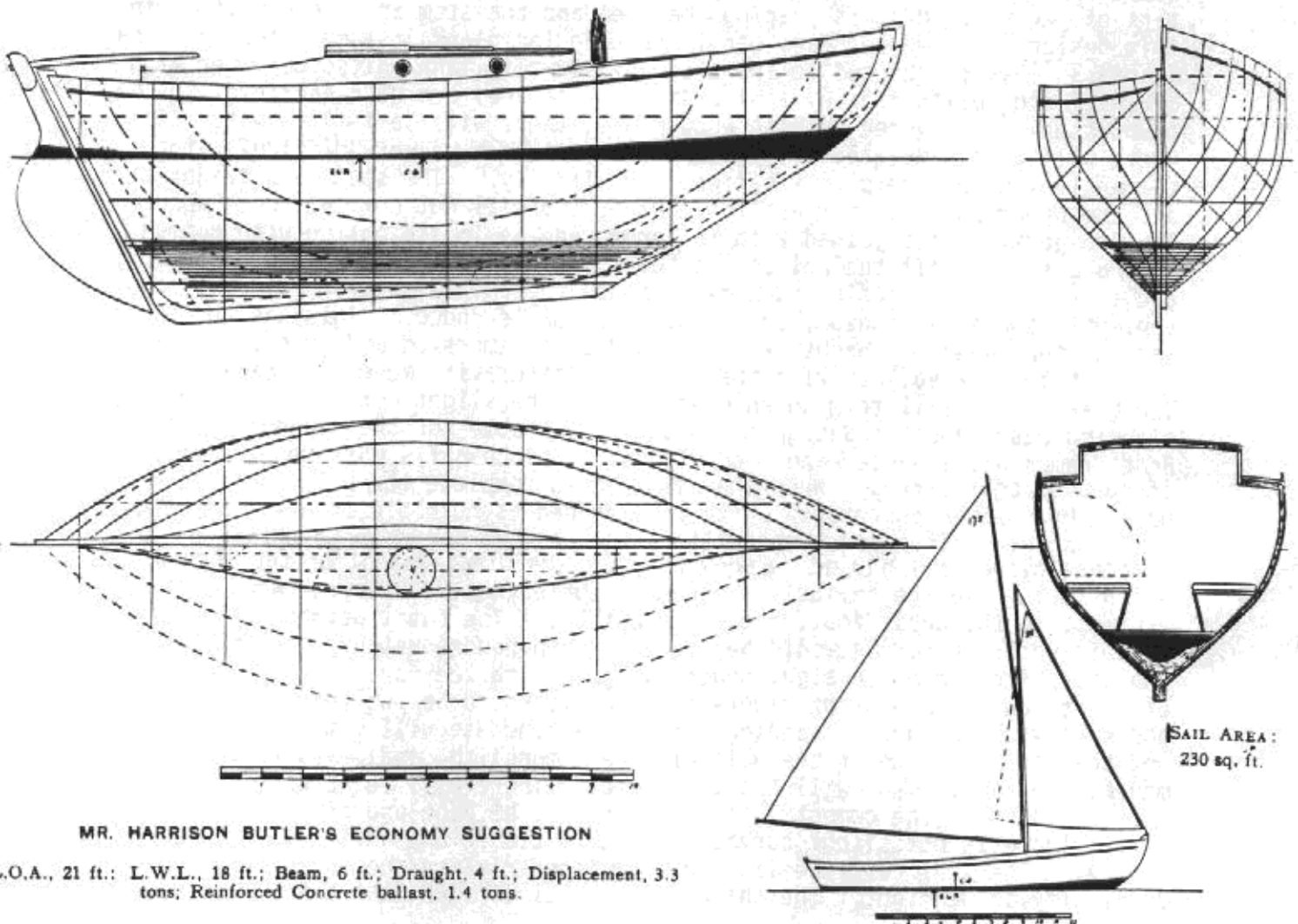
The shape of the mid-section gives a good cabin. The boat is the same size as Mr.Suffling's **MEMORY**, and I know from experience that she is comfortable. There is room to sit, to cook and to sleep.

The rig allows of economy. The halliards can pass through sheaves on the mast, and no blocks are required except for the main sheet. The design is a mere sketch, and I send it to you for free criticism of the constructive variety.

The objections to it are fairly obvious. The displacement is heavy, and the initial stability poor. The fact that the ballast has to be inside, and that it is of low specific gravity, makes it essential to adopt a section with plenty of room low down, and this means a high centre of buoyancy. This form, however, gives an easy seaboat and plenty of driving force in choppy water. I have no doubt that the yacht will handle well and be easy. She will not carry a large sail area, and we want to keep it down to save money, for cotton (!) is very dear. The result is that we shall not get a fast yacht. Although of the same dimensions as **MEMORY**, she has sixteen cwt. more weight, and less sail. **MEMORY** would sail her out of sight. The obverse side of the shield is that **MEMORY** would cost £300 or more to build, and I hope that this yacht could be built at home for little over £100. I regard the design as an idea to be worked on and improved.

In the larger sizes the problem of the cheap boat is simpler, for we can rely more on initial stability, and types like the Bawley, and the Penzance lugger could be improved greatly, and furnish reliable cheap yachts with inside ballast. Doubtless the competition will go far to solve the difficulties round about ten tons, but in the three ton sphere it is far more difficult to evolve the small cabin yacht.

T. Harrison Butler, June 1920.



MR. HARRISON BUTLER'S ECONOMY SUGGESTION

L.O.A., 21 ft.; L.W.L., 18 ft.; Beam, 6 ft.; Draught, 4 ft.; Displacement, 3.3 tons; Reinforced Concrete ballast, 1.4 tons.

ALBERT STRANGE

1855-1917

Those members who were fortunate enough to watch the HB contribution to Brian Hawkins' T.V. series "Under Sail" may recall Joan's comments that her father 'was a great admirer of Albert Strange's work and there is a certain similarity in their designs; you will find that all the curves are true curves, there are no flat bits anywhere where there should be curves, and I always feel that my father went on where Albert Strange left off.'

On the morning of Christmas Eve, along with the last of the seasonal cards, there arrived a letter from Bill James, Hon. Secretary of the Albert Strange Association and an Associate Member of the HBA, inviting me to review this latest book by John Leather for the HBA Newsletter.

Unfortunately, there was insufficient time to do justice to this pleasurable task for this issue but, having purchased a copy myself, I can assure members that the enclosed marketing broadsheet is entirely accurate and really requires little further comment.

Perhaps the most significant feature of the book is that the presentation is entirely professional and the author makes no attempt to "Deify" the subject of the work and, indeed, he writes, "... the part taken by Albert Strange cannot be taken in isolation. His contribution was substantial in the small boat cruising world but can become distorted without historical perspective, for Strange was only one of many talented people who contributed to shaping the future of small sailing boats and yachts." And later, "... (their) names are now barely recalled and their creations are certainly not as well known as the design work of Albert Strange or his friend, Dr. T. Harrison Butler."

It is surely implicit that any member of the HBA is an enthusiastic student of the development of the small cruising yacht, in which case this book is a **MUST**. At £27.30 incl. p&p the book is not cheap but what specialist hardback is nowadays? It would seem that remittances should be sent to Pentland Press at the address shown. If telephone contact is required and any difficulty arises at the Pentland Press number I suggest that members should contact Bill James at Maesycoed, 5 Harewood, Molescroft, Beverley HU17 7EF, England. Telephone: 0482 868147.

The Editor.

FOR SALE

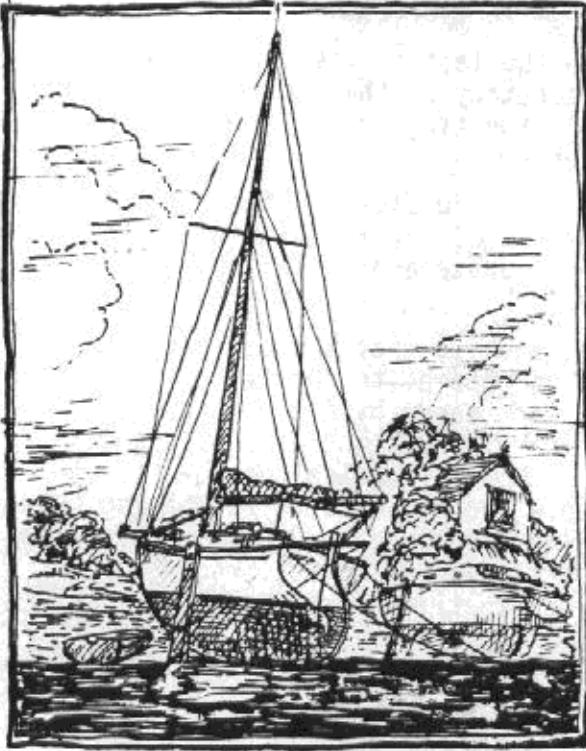
- OMEGA** Built to the Omega design (the metacentric version of Englyn) by the Southampton Boat & Launch Co. in 1939, her design dimensions are L.O.A. 26'10" LWL 22' 6" Beam 8' 9" Draft 4' 9". Displacement 5.95 tons (7.5 tons T.M.) Iron keel 1.84 tons. Lead keel 2 tons. The design was presented by Yachting World in October, 1938 and was reproduced in the Summer 1986 Newsletter of which a few copies are available. Sadly, this yacht is in need of major renovation and, in consequence, the asking price is £4000 o.n.o. Contact: Geoff Morris - 051 924 2676. Lying Cornwall.
- CONSTAR** Lying I.O.W. Contact Wallace Clark & Partners, Cowes. Tele: 0983 295712. £4600.
GEM Lying Hythe Marina, Southampton. Contact Penny Gerrard 0626 890271 £3500 ono.
SVALEN Lying East Coast. Contact 0621 858450. £5000.
ZIRCON Lying I.O.W. 'Classic Boat' advert. Contact 0983 65150/616320. £3000 fqs.

The above four are all Z 4-tonners.

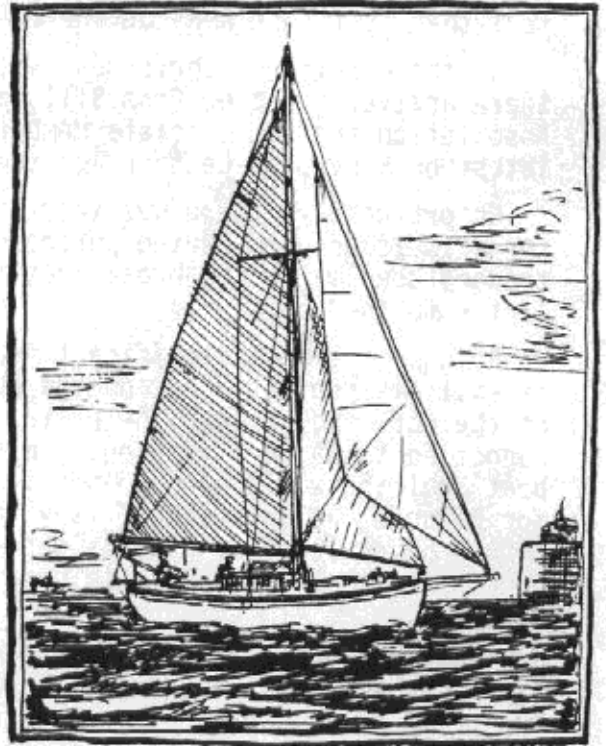
Impressions of ARDGLASS

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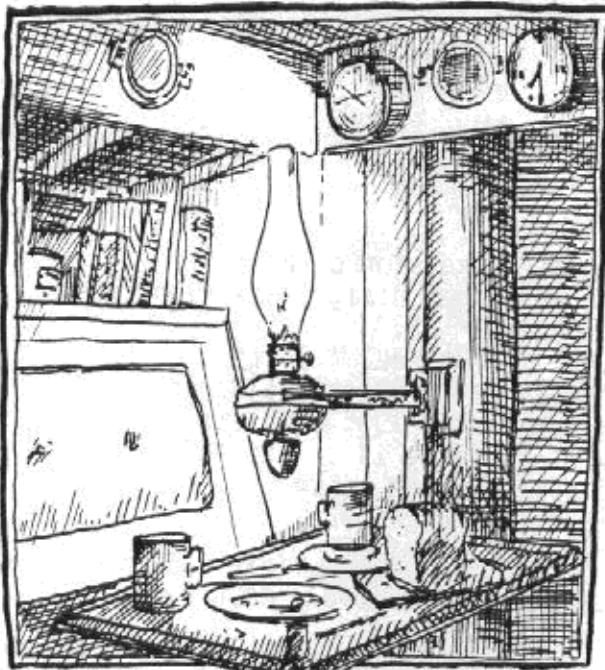
Tony Garrett



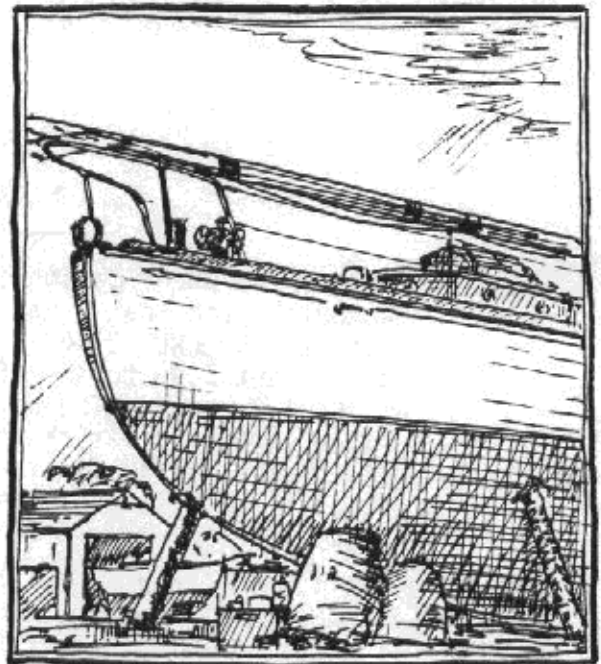
Spring



Summer



Autumn



Winter

