



THE HARRISON BUTLER ASSOCIATION



"Elgris"

NEWSLETTER NO: **34**

WINTER **1991**

The Crag
St Mawes
Cornwall

October 1991

Dear Members,

My last letter ended with a very cursory note, added just before the Newsletter went to print, telling of the death of Bruno Veronese. The only intimation I had was the official label on my returned letter, listing reasons for its non-delivery: the one which was ticked merely said, 'Deceduto.'

I have made inquiries since and discovered that he had died in June and that he was in his eighty-first year. I had never met him but we had had very friendly correspondence for some years, during which he had invited me to visit him in Genoa. He was an amateur designer and several boats were built to designs of his. My first introduction to him was through an article in 'vela e Motore' which he had written under his nom de plume of Capitano Black, which Alessandro had sent to me.

I am particularly sorry that my letter did not reach him because I was thanking him for all the trouble he had taken with my Prima, first, to carry out my father's suggestion that her sections be spaced out to give a 20' LWL which he called P.II and later, a metric version, P.II°, the one reproduced in our last Newsletter. I think he enjoyed doing it because he liked the design. He had adapted the original Prima and built a boat for his own use which was highly successful - but not mine - and he said that he would like to be able to build P.II° but would not be able to do so. He had mentioned in a previous letter that he had not been well but I had no idea he was going to die. Perhaps he had none either.

I mentioned also that, unknown to us, John Birchall had died nearly two years ago. I spoke to his brother on the telephone, shortly before leaving for Cornwall and he will probably join the Association in due course when we shall also welcome back **Little Kingfisher**.

It seems an appropriate time to print some correspondence which took place in 1935 between my father, a Mr Carter the then owner of **Kingfisher** (as **Little Kingfisher** was then known) and Mr Stanley M. Knowles, **Diana's** first owner and her builder. **Diana** is still gaff-rigged.

The design mentioned as having been made to illustrate an article in Motor Boat, as an improvement on the original Cyclone design is Cyclone A., and the article was in the **Summer 1990 Newsletter, No.31**.

Noreen was a 12-metre and Mr Crankshaw made several experiments with her rig. At one time, her mast was almost amidships.

You will note that **Hobby**, also, is mentioned. Poor **Hobby**: I don't know if anyone yet has been found to save her from perdition. I rang this morning for news but the news I had was both unexpected and bad, though nothing to do with **Hobby**. I heard that poor John Henderson had removed several fingers on his left hand with a circular saw - maybe not whole fingers, but bad enough. Perhaps some skillful needlework may effect a repair. I do hope so. Circular saws are responsible for so many injuries.

To return to the correspondence: it does illustrate the detailed interest T.H.B. took in the boats and the information gained guided him in subsequent designs. Even Christmas Day had its place in the scheme of things - at least, it did in 1935.

I never know what is going to turn up in the mail and usually, the most interesting letters relate to T.H.B. and or his boats. There has been a spate of fascinating letters recently, several of which have come from new members who have just taken over the stewardship of an HB boat. They will be members by the time you read this if they are not already. I am going to quote from a few such letters which I'm sure will interest you as they have interested me.

I am hoping that Warren Jacobsen will join. He wrote, from Queensland:

'About twenty years ago I had gone to the town dump with a load of waste from the building shed. A small utility truck pulled up beside me and the gentleman driver proceeded to dump cardboard boxes full of books. I knew my father was an avid reader so, after the man had gone, I loaded the boxes onto my truck and took them home to Dad. There were several hundreds of books, from different writers but all on marine subjects. You could say a lifetime's library in one bit. Part of my father's estate was his library of "Boat Books."

'Among these treasures is a small book written by your father I believe, "Cruising Yachts: Design and Performance" by T. Harrison Butler AINA. This has been a source of knowledge and enjoyment over the years, during my apprenticeship, and the years I have worked as a boatbuilder.

'Some time ago, we were called on to do extensive repair work on one of the little boats featured in the book. The yacht was a "Sinah", built faithfully to plans and specs, even to the iron floors (unheard of in small boats in my country today). [She would be **Amiri**]

.....'I, madam, unashamedly covet her. I am though, in the position of being able to build one of these lovely little ships for my own use.

.....
'There are two other 'Sinahs' still afloat, that were built in Australia and there are reports of other Harrison Butler boats scattered around the coasts.

'If drawings are available I shall build Sinah and name my boat **Miss Anne** after my most treasured apprentice.

Yours faithfully,
Warren Jacobsen.

P.S. Sorry for the long drawn out request but I am most grateful to the gentleman driver of that small utility.

No need at all for the apology. Perhaps even now **Miss Anne** is on the stocks for I sent the plans of Sinah a while back.

A rather sad letter from Kathy Veel told of the sale of **Quest**. Their son, Christopher, is now nearly a year old and their flat is too small but it is impossible to find anywhere suitable in Sydney at an affordable price and they will probably go to the Blue Mountains which can hardly be described as "Boaty." I hope we shall continue to have bulletins from time to time and that the sadness of parting with **Quest** will be supplanted by new and interesting experiences. And, who knows? Perhaps we shall have news of them all in the future in a more family sized HB boat. Here's hoping, anyway.

Matthew Holliday is now in charge of **Quest** and I quote from his letter:

'I write to inform you that on 13th September I became the new owner of one of THB's designs - **Quest of Sydney**, which I purchased from Ms Kathy Veel who had lovingly cared for her during the last ten years.

'I am keen to maintain **Quest**'s association with the Harrison Butler Association and wondered if you would consider enrolling me as a member. For your information, I was born and raised in Hampshire and most of my sailing experience was in the Solent. I moved to Australia in 1987 to enjoy the sunshine but, until becoming the new owner of **Quest**, have not been able to take advantage of the wonderful sailing that the Sydney area offers.

'Kathy has loaned me a copy of "Under Sail" - the BBC programme about THB, and I must confess to feeling very homesick watching your gathering at the Jolly Sailor (at least I presume that's where it is) at Bursledon. My family owned land all around this area and I have sat on the jetty and enjoyed a few pints on more occasions than I care to remember. It all seems fitting that I should be fortunate enough to become another curator of a THB design.

You may be interested to hear that **Quest** is in quite extraordinary condition for her age, which speaks volumes for the quality of the builder's skills and also the remarkable luck she has enjoyed over the last fifty odd years, with

meticulous owners. Our purchase survey was carried out by Jim Swanson, of Swanson Bros., who are highly regarded in Australia as designers of balanced yachts, and along with Wally Ward were heavily influenced by your father's work. Needless to say he found nothing to fault with her triple-diagonal planked Kauri hull and deck - nor anything else for that matter.

'I very much look forward to hearing from you in due course, and to finding out more about THB's work.

Yours sincerely,
Matthew Holliday.

This is a very heartening letter: so good to hear of HB boats receiving the TLC which they need in order to achieve old age without it becoming ripe old age. It is, of course, the norm among HB boat owners but it always gives a tug at the heart-strings when one hears of or comes across forlorn looking boats which are on the way out unless rescued by dedicated enthusiasts.

Sad though it is to realise that Kathy and Jeff will no longer be able to regale us with tales of **Quest's** exploits, Matthew will I hope keep up their tradition and he will be a special link with Australia on account of his years spent where THB did most of his own sailing and instructed his family in the craft of sailing and seamanship. I hope our frequent references to Solent-based activities will evoke nostalgia rather than homesickness.

It is good to hear of HB boats voyaging across the oceans but it is a loss to the UK when they are sold overseas, as has happened recently with **Tradewind** and **Cora A.**

Phil and Jill Gordon were convinced that **Tradewind** had gone into very caring hands and indeed, her new owner lavished TLC and the American equivalent of £.s.d. on her (my typewriter doesn't run to foreign symbols!) and then her plans changed and **Tradewind** was - and maybe still is - on the market again. I am trying to find out the state of play before the newsletter goes to print in case anyone is interested.

Cora A. is another rescue story with a happy outcome as you will see from reading Jane Cockle's letter. Incidentally, the first address I had for Jane mentioned 'c/o Nicholson Yachts, English Harbour.' "Nicholson" refers to the late Lt Cdr Vernon Nicholson who built **Dilys**, sistership to **Quest**. She was/is beautifully built but to very heavy scantlings. We believe her to be in the Orkney Is. somewhere, so, those who sail in our northern latitudes, please look out for her. We should like to have her back with us. After his first wife died, Cdr Nicholson married Penny Richardson's grandmother, if memory serves me correctly, so there is another link.

Her is Jane's letter:

'Dear Mrs Jardine Brown,

'Classic Boat' magazine recently gave me your address so that I could contact you concerning our 26ft Harrison Butler, **Cora**. We purchased her in 1990, having found her abandoned in the boatyard here in Antigua. Luckily she turned out to be in much better condition than it first appeared. Her hull was very dry but sound, her rigging and spars in good condition and the 23 h.p. engine fired up first try after sitting unused for three years. She had survived a 1989 hurricane while other modern sisters toppled all around her. To our amazement (and especially our concerned friends) after a few weeks work on the bottom and a new bowsprit in place we were off sailing!

The cosmetic work of course goes on (and on) but we love our little boat so much that it is really no great chore as it is so rewarding to see her shed her rags for a new ball gown. Despite the fiesty winds and challenging seas of the Carribean we have found that she copes with it all with more grace and patience than all the other big modern yachts that we have sailed all these years. Your father was a genius. She even kicks up her heels and places amongst the first three in some of our Antigua Yacht Club races.

So of course we would love to know all there is to know about Harrison Butler and hear from anyone who has known **Cora** in the past and perhaps learn more of

her history. We are lucky enough to have her original ship's Registry papers from 1937 with the name of all the previous owners. I have enclosed a list.

'We would also be interested to know how many of this design, which I believe to be an 'Englyn', were actually built and how many are still in existence and if any of them have roamed so far from home. I met a man here last winter named Jonathan (surname unknown) who has an H.B. on the Hamble and he told me that you have an annual reunion. As I will be spending 1992 in England I would love to attend. My home address in England is: High Seat Barn, Billingshurst, Sussex.

'We look forward very much to hearing from you.

P.S. We thought you might be interested to see our programme for the annual Antigua Classic Yacht Regatta which my husband and I organise every year. A tremendous amount of work as you can imagine but worth every minute to see these magnificent old girls parading through the harbour and charging around on a sparkling blue sea.

Surely we must do all we can to keep them alive.

Jane Cockle.

It will be fun to meet Jane - and her husband too, I hope (name not divulged). I wonder who this 'Jonathan' is? We have a Jonathan Ovington (**Merrythought**) but he lives in Scotland; and Jonathan Boulter but he is boatless. Incidentally, Jonathan Boulter was initiated into the pleasures of sailing in an HB boat when he and I shipped aboard **Minion** from Bursledon to the Beaulieu River - in pouring rain! More of that anon.

Peter Moree has written to tell me that he has sold **Yarinya** as he and Wenda and their two young children, plus two dogs have planned an extensive cruise in their new boat which is enormous by our standards, being a 70ft ketch. He decided to sell because otherwise **Yarinya** would have lain fallow for over five years. Their itinerary takes them across the Atlantic via West Africa and the Canaries to the W. Indies; the ABC Is. north of Venezuela, South Pacific to Papua New Guinea (N.E. coast to Madang, South China Sea to Macao/Hong Kong, E. Coast of China/Japan; Aleutian Is./Alaska/B. Columbia, south along the W. Coast of the U.S. to Mexico, continuing south to pass eastward through the Magellan Straits and northward along the East Coasts of S. and N. America then, back to European waters. Months are given for the various groups and it will be interesting to learn how nearly they have been able to stick to the schedule.

Meanwhile, in the same envelope came a letter from **Yarinya's** new owners, from which I quote:

'Dear President,

As you can read in the enclosed letter from Peter you can see that he has sold his beautiful HB to us in July of this year. Who is us, you may ask yourself. We are Corry and Frank Turkenburg with our little baby boy called Zev (he is eight months old).

'Before the **Yarinya**, we owned a typical wooden open sailboat of Dutch origin. Because of the baby we were looking for a wooden ship with more room and solid sailing capacities. Peter is a friend of ours and when he told his plans to build a brand new ship and wanted to sail around the world for a couple of years we thought the only sensible thing to do is to buy **Yarinya**.

'And sensible it was and is! We have been sailing during the month of August on the Isselmeer in Holland and she expressed all her qualities. She is solid, steady and very easy to sail!

.....
Enclosed you will find a picture of **Yarinya**. For us it is not a sailing boat but the sailing boat.

Waiting for your reply,

Yours sincerely

Frank Turkenburg.

[As I write this, he is still waiting but when once the Newsletter is off my chest I shall polish off a lot of my correspondence.]

These are by no means all the letters I've received and one which came but to days ago tells me that there is another student at the Falmouth Boatbuilding College who is about to embark on a project and has decided to do the 'Englyn' design. I hope to see him while I'm here or, at least, talk to him but time is running out like sand. I shall suggest that he extends the scope of his project to include **Askadil** since she has the same sections as **Englyn** but spaced out to a 25ft LWL instead of 22ft 6ins, and **Irmiger** which the metacentric version of **Askadil**. I daresay that Peter Mather will be included as an extra "coach" and I hope that this student will do as well as our last, Daniel Dawson-Jones. The sad thing is that, despite getting such high marks in his exam and receiving an award for being the most improved student of his year, Daniel cannot now find work, which is why he is trying to sell **Hobby**.

My thanks go to John Lesh once again for arranging a delightful evening for us at the Royal Southampton Y.C.'s clubhouse on the Beaulieu River for our Laying-up Supper on October 5th. The ambience was very good and the food delicious and the atmosphere very friendly. As for us, we were the same as ever, with a high decibellage of conversation. It was a good opportunity to meet several new members as well as the members we already knew, and their friends. I think there were about thirty-five of us though only four HB boats turned up. **Minion** was one of these and it was on this occasion that I had my annual sail and very enjoyable it was, though decidedly soggy. Jonathan remained on board with Denis and June and they had a lovely, sunshiny sail back to the Hamble the next day, via Newtown, I.O.W.

For my part, I went back to Hamble with Peter and Chris Hasler for the night and had both a useful and enjoyable time. Peter and I went through the Members' List, checking subscriptions so that I could revise the List in the Autumn Supplement and make any corrections. On this score, just as I said last time that omission from the List did not necessarily mean that your subscription hadn't been paid, so, the return of your name to the List doesn't necessarily mean that you were on the list of defaulters. I know for a fact that I made at least one inadvertant omission myself and there may have been others. My apologies for this - and for any other shortcomings!

Geoff Taylor rang me two or three days ago, in reply to a letter I'd sent him inviting him to come over from Cremyll while I was down here. Actually, he had already set off on his sunward voyage, in **Watermaiden**!! However, after passing Ushant he noticed leakage in the garboard area so returned to Mashfords and dealt with it. My letter was waiting for him but might have had a very long wait but for the faulty garboard. This is **Watermaiden**'s first voyage for many years and she is now rigged as a cutter. She has had a long session in Mashford's shed, being worked upon during the months when the temperature rose high enough to tempt Geoff into home waters. I'm glad she is back in her natural element. I expect she is off to Tortola as usual and I'm sure Geoff will report back to base from time to time.

Earlyish in the year I had a letter from Charles Chapman, the keeper of the Model Room in the Royal Thames Yacht Club. He said that they had a great many models of racing yachts and thought they should build up the cruising collection and that THB should be represented. I had him to lunch so that we could discuss the matter thoroughly and choose which designs should be used. The model had to be of a specific yacht, not merely a model of a design - and the name of the first owner had to be given. As a result of our deliberations he went off with the plans of **Vindilis**, my father's own boat; 'Zyklon', represented by **Zenocrate**, a 24-tonner whose first owner was Professor Collingwood, of Oxford and, 'Sinah', the first of the metacentric designs, represented by **Erla**, built for a Mr Hingeley, in Denmark and now, as far as I know, in British Columbia. The Model Room is being refurbished and when all is ready and the models re-hung, I am to be invited to lunch. I look forward to that. Robert and I lunched there once before the war (ii).

I am presenting the model of **Vindilis** and the thought crossed my mind that perhaps the Association might pay for one of the others. I think they cost about £100. We can discuss this at the A.G.M. and, if anyone has any views on the subject and will not be at the meeting, they can be sent to me beforehand.

Notice of the A.G.M. comes with this Newsletter, as usual and it would be lovely if you could be as punctilious as last year with your replies. I very much look forward to meeting old friends again and of course, as many new members as possible, including Jane Cockle. It ought to be a special sort of meeting because it falls on Leap Day and it will be many years before February 29th comes on a Saturday again. Perhaps I might think of something new for us to eat??

For those new members who enjoyed the Laying-up Supper, the A.G.M. is much the same only more squashed, and I do the cooking apart from some assistance, valuable assistance, on the Friday night - and I mean, night. There is the same informality and it's more like a large family party than a business meeting. That part is kept to a minimum.

My goodness! This letter has gone on forever but, sure as eggs (whatever that may mean) as soon as it is in the post to Editor Peter, I shall have "esprit de l'escalier" and have to send him a postscript.

But now, I wish you:

Good sailing; good repairing; good fitting out; good resting period, which ever is applicable in your part of the world and, if it comes in time - which I doubt, a happy Christmas and good things in 1992.

from a type-weary
Joan.

P.S. How right I was - and by waiting until December more news has trickled in for me to include.

Hobby has been bought by Barry King who will set her to rights again. He now becomes a Full Member.

I quite forgot to mention that **Philesia** would be the chosen design for this issue: one of the many designs made between 1939 and T.H.B.'s death in 1945.

Both he and I sent the design to several people and recently, when I was searching through my early files for something else, I found a letter from Portugal mentioning a 'Philesia' which had been built but, sadly, the comments were not very favourable. I daresay her ballasting was incorrect. Perhaps she lacked trimming ballast. I had completely forgotten this boat's existence.

Jane Cockle will be interested to see Peter Uloth's name on the List of Members as his father was **Cora A.**'s first owner. I hope they'll meet when Jane comes to the U.K.

Geoff Taylor has written from Santander where he is over-wintering in **Watermaiden**. He said, 'After so many years of trouble-free sailing I suppose it was bound to happen that things would not go to plan one day.'

He found that **Watermaiden** was leaking at the root of a frame near the galley and returned to Mashford's from Ushant and hardened up some of the caulking in that area and set off again but there seemed to be little improvement and back he went and more work was done, including tightening a couple of floor bolts. There had been no previous trouble.

As a result, he made a later start than that which was planned and a succession of depressions in Bailey caused gales in Biscay and he ran off and made Santantander with some minor damage chiefly to the dinghy and to the handrails to which it had been secured.

Geoff said he was lucky to reach port relatively unscathed. **Watermaiden** had performed well, as usual, but had taken a bit of a pounding while hove-to and he hadn't found the voyage very enjoyable. I am not surprised! **Watermaiden** will remain in Santander until the advent of better weather and this will give time and opportunity for further investigation of the cause of the leak and also,

possibly, the chance of a winter visit from Geoff himself who is only a ferry away.

I wonder how many of you read the advertisement in the November Y.M. for 'An ex-Harrison Butler steering-wheel?' Tony Garrett brought it to my attention and I rang the number and asked what was a Harrison Butler steering-wheel and was told that it had been removed from an HB boat when the owner changed to tiller steering. I asked which boat it had come from and the reply came: 'The name, madam, will be divulged to the purchaser.' Then I came clean and said who I was and that my father had never designed a boat with wheel steering although *Dorothea* had been built that way. I was given the name of the boat which I believe to be one of the non-authentic boats. I said that I disliked my father's name being used as a sales' gimmick and the fact that an article had been removed from an HB boat did not endorse it with an HB authenticity, particularly when it was something he had never designed. By the same token, you could have an HB anchor!

Please, will you take note of Classic Boat events from the Calendars which appear in "Classic Boat" each month. We cannot notify members individually but it's a good thing for the HBA to be represented so please do attend as many as possible.

This is the end of my P.S. and as I write, the "Season of Goodwill" is almost upon us but I fear I have trespassed for too long upon our long-suffering Editor's goodwill so will stop at once.

O.J.J.B.

ONE DAY LAST WINTER

The alarm clock woke me at 5.25 am, or 0525, depending on how you were educated. It went on jangling so I turned over, dug the recumbent figure beside me in the back and demanded that she turn the thing off. After all, it is on her side of the bed. There was no response and no resistance to my prodding. She was not there. I crawled across the bed muttering, groped for the clock which fell to the floor, where it continued to ring.

Then I remembered: Priscilla was away and I had a train to catch.

Making breakfast is a matter of synchronized time and motion. Having spent many years looking for exactly the right wife, I married later in life than most men. During the long years of bachelorhood my breakfast-making skills had been honed to perfection.

The muesli and orange juice are easy, hence the tendency is to prepare these first. That is a mistake. First, switch on one element of the cooker to warm up. Then fill the kettle and remember to turn it on. Slip two slices of bread into the toaster. Take an egg from the fridge. By now the kettle will be near boiling so pour a little water in the poacher, place it on the pre-heated element and drop in the egg. Make the tea, then sit down to muesli and orange juice. If you have timed it right the toast and egg will be ready together and the meal proceeds smoothly.

After washing up I caught the 7.20 am train, armed with my over-60's rail card and a couple of paperbacks. During the journey I did wonder what might lie ahead. The invitation had specified lunch, yet the cheque I had sent in advance had been for a very modest amount.

The train arrived only a few minutes late and, following the detailed instructions I had been sent, there was no problem finding the bus station. There was a short wait. By now I was definitely hungry. Breakfast was a dim memory and I wondered if it might be prudent to have a bite in advance in case the lunch proved to be meagre. However, there was nowhere suitable in the immediate vicinity.

Due to heavy traffic and roadworks the bus journey took far longer than advertised. I began to worry that lunch might be over before I arrived. My fears were groundless.

At the door I was met by a charming lady, introduced to my hostess and handed a glass of excellent wine. The lunch which followed was memorable both for quality and quantity. Although the other guests were almost all strangers, I was soon absorbed into the stimulating conversation and realised I was among friends. The afternoon passed all too quickly and the appearance of a lavish tea made me wish I had not eaten quite so much at lunch.

Late that evening I reflected on the day. It had been a very long one, even rather tiring on the return journey, but most enjoyable.

Oh yes. Where had I been? Why, to the A.G.M. of the Harrison Butler Association of course. See you there next year.

Mark Miller
Truro.

CAPTAIN JAMES COOK, R.N.

'A most brave, just, humane and good man, and the fittest of all others for such a voyage' so wrote John Elliott after sailing with Captain James Cook on the **RESOLUTION** in 1772-5, and how ironical that someone who was so careful about human life should have lost his own in a trivial skirmish over government property, a submerged boat stolen for its iron fittings.

Here, in a little-known passage in his own words, is how Cook approached unknown and perhaps hostile natives [the quotations are from J.C.Beaglehole's superlative edition of Cook's journals published in four volumes in the 1960s]:

I followed them along without anything in my hand, and by signs and actions got them to stop and receive some trifles I presented them with.....They seemed very fearful and cautious, making signs for no more of our people to come up. Insensibly, myself and two or three more got in amongst them, and by degrees a sort of traffic between us commenced.

What a contrast with the 'cowardly, dastardly action' of Lieutenant Williamson, his third lieutenant, who, on another occasion, and at another place, shot dead a native who was 'over-eager to assist us in landing through the surf.' Except for their thieving propensities, Cook's admiration for 'our friends' the Tahitians, and for their cooking knew no bounds: 'Some of their puddings are excellent, we can make few in England that equal them', and their fish pie was preferred to that of the ship's cook, perhaps no great praise at that. Even the **Resolution's** gunner grudgingly admitted that 'these black buggers can roast a pig as well as we.'

Of course Cook could be impatient. It is no wonder that a man who, in July 1777, could establish the longitude of Tonga 'by the mean of 131 sets of lunar observations, amounting to near a thousand observed distances between moon, sun and stars' should rage at a seaman, one of a watering party from the **Discovery**, who contrived to lose himself for two days on an atoll 'not more than three miles across, from many parts of which the ship's masts were to be seen, but this was a thing he never once thought of looking for, no more than if he had but just dropped from the clouds.' They found the man half-dead from exhaustion and sunburn, yet next day he volunteered to lead a party to a water-supply on this same island. 'This', writes Cook with understatement, 'was an article we were in want of, but a man who could lose himself as he did, and not know whether he was travelling east, west, north or south, was not to be depended upon to find the place.'

Peter Hasler.

WANTED URGENTLY. Good (vertical) monochrome photographs of HB boats for the cover of the Newsletter. Colour acceptable (for copying) if of sufficient clarity and contrast.

THIS COVER PHOTOGRAPH

of ELGRIS was taken during the 1990 season, our first complete sailing season with the boat, but was not in our possession at the time that I submitted the notes on weather helm in the last issue. Unfortunately, there is one reef in the mainsail and the full area of the jib cannot be seen from the angle that the photograph was taken because the sheet is well eased. It will be seen that there is a useful area of mainsail left; the reefs are 3ft deep, almost a quarter of the total luff length, so it is not difficult to visualise the area of the whole sail. Since the photograph was taken, a larger jib has been made, setting from a point closer to the masthead and thus the luff of the sail is at a slightly steeper angle. In order to maintain the gaff parallel to the luff of the jib the mainsail was recut by removing a narrow wedge from the head and a 6in. strip from the luff. This alteration has reduced the area of the main slightly (whilst keeping the head and luff measurements the same) but, with the small increase in the area of the jib, **has made no difference to the weather helm whatsoever!**

In the Summer Newsletter I voiced my disappointment that ELGRIS, whilst being almost perfectly balanced to windward, carried pronounced weather helm off the wind. I went on to explain that I had arranged a long clew outhaul (much longer than the outhaul usually associated with a loose-footed mainsail) in the hope that if I eased off the outhaul simultaneously with easing the mainsheet I would move the draught of the sail further forward in order to reduce this tiresome hard-headedness. Whether or not this is sound in principle I have no idea but during the remainder of the 1991 season wind strengths never seemed to be quite right for a convincing test, although there did seem to be some improvement.

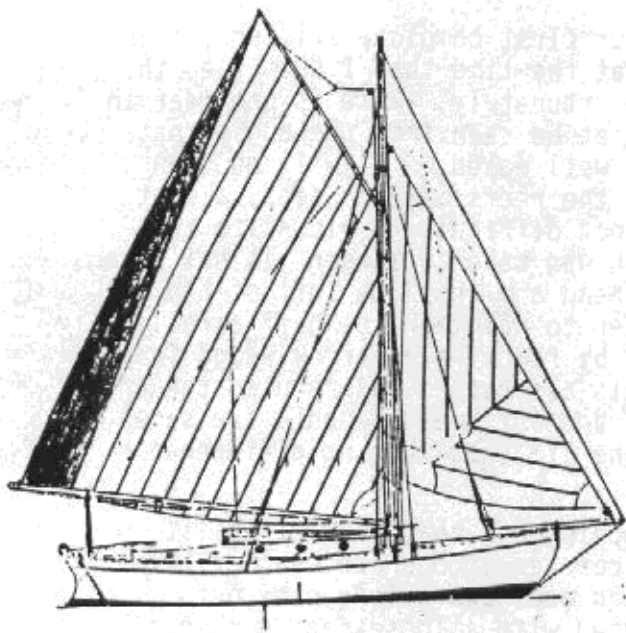
With one reef in the main, the boat balances quite well on all points of sailing and there appears to be little reduction in speed. Nevertheless, this is not quite enough in light winds. The designed areas for the gaff rig version of the "Tabloid" design are:-Mainsail: 210 sq.ft. Jib: 60 sq.ft. TSA 270 sq.ft. Compare these with the gaff yawl rig for "Cyclone" illustrated on another page. This TSA is only 10 sq.ft. more than "Tabloid" yet "Cyclone" is a foot longer on the waterline and of heavier displacement. The penny was beginning to drop! The mainsail of "Tabloid" is slightly too large and the excess area is in the wrong place.

My next step was to turn to John Leather's definitive work, "Gaff Rig", something I do not do instinctively having typed out the original manuscript from the author's handwriting more than 20 years earlier! John has been a good friend over the years and I wish that I had done so sooner as it would probably have saved me both money and arm-ache.

In the chapter on mainsails John gives the recommended proportions for this sail without a topsail. With a head of 10ft this works out at 12ft for the luff and 12ft 4ins for the foot. THB had given us a luff length of 13ft 6ins and a foot of 16ft. The extra 1ft 6ins on the luff is an inspired bonus and accounts, undoubtedly, for ELGRIS's excellent windward performance. On the down side a boom overhang of 3ft creates a wedge of sail area along the leech which achieves nothing other than a lever requiring weather helm to counteract when off the wind.

This overhang was not the fault of the designer; it was the fashion of the day (1920) and was repeated in early Bermudian rigs by many designers before the amputation of booms became general.

If I was to order another mainsail it would have the same head and luff lengths as designed but the foot would be little more than 12ft instead of 16ft. This modification is shown on the next page. The present mainsail has vertical cloths making such an alteration of the existing sail difficult, and expensive. It could be done, so I understand, by removing the leech cloth, cutting a wedge



out of the next cloth in, and replacing the leech cloth. I guess that the cost of such an alteration would go some way towards a new sail, which would not be justified as the present main is only 3 years old and in excellent condition.

So, we are having to compromise and I have given orders to the sailmaker to remove half a reef from the foot (1ft 6ins) and to insert an intermediate reef between the present first and second reefs which makes the existing third reef redundant. Thus, we shall have three reefs 1ft 6ins apart instead of 3ft. This will reduce the luff length to 12ft but I do not believe this will impair the overall efficiency of the sail plan because there is ample scope for raising the gooseneck higher up the mast. When close-reefed the sail will still have 60% of its luff length left. The foot will be 14ft 9ins which is still too long but, hopefully,

an improvement. These modifications would not have been possible if THB had not been generous with luff length in the first place.

Why, you might well ask, did I give myself all this 'aggro' by choosing gaff rig? The answer is simple: the first boat to be built to the 'Tabloid' design was **CHLOE** but she did not come out until 1926, six years after the design was published in *Yachting Monthly*. By this time the Bermudian rig had begun to catch on for cruising boats and HB designed such a rig for **CHLOE**. To the best of my knowledge no 'Tabloid' had been built with the gaff rig. **ELGRIS** is very closely related to **MEMORY** and **FLEETWING** (ex **SEAGULL**) both of which have retained their gaff rigs. So it seemed to me that it would be nice if I could make up the set of three. Apart from these teething troubles with weather helm off the wind I have no reason to regret the decision and am now some way to getting the problem 'sorted.' She goes to windward very well indeed without pulling one's arm out, is stiff, and fairly fast.

My re-aquaintance with John Leather's "Gaff Rig" caused me to browse a bit and I found myself re-reading the Introduction. In 1970 John wrote:

'Bermudian rig rapidly proved superior to the gaff for racing, besides being easier to handle with a smaller crew; features which soon commended it to cruising yachtsmen.

'Now there is a vigorous revival of gaff rig, which has lagged in development because it has largely been out of fashion since the 1920s. Its future is best served by designing gaff rigs to ease handling for amateur crews and increasing windward efficiency by using new materials and methods. Instead of regarding gaff sail with antiquarian wistfulness owners should be encouraged to experiment.....A gaff mainsail now is often a miserably baggy thing, cut without much thought and set badly, whereas it should be made and set with similar care to its windward efficiency as the Bermudian racing sail.

'Greater attention should be paid to hull balance and compatibility with the sail plan. Mainsails should have longer luffs, with moderate length or short gaffs, booms, and bowsprits where these are still required.

'Gaff rig offers great opportunity for experiment. However, as most craft so rigged are, at present, maintained out of sentiment, convenience of working and speed are usually balanced against budgets, but the rigs' handiness and traditions will ensure its survival in various forms for yachts."

Peter Mather

PHILESIA

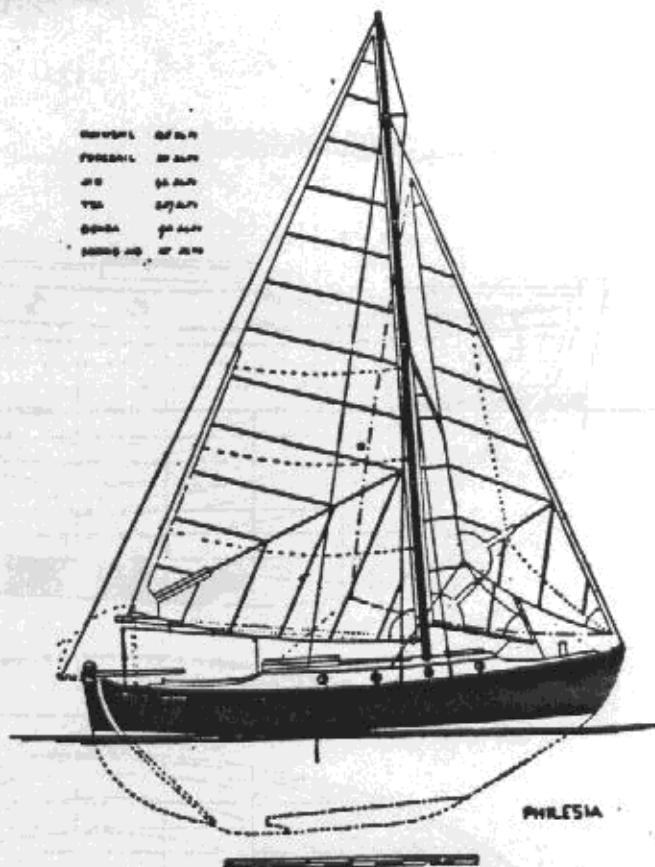
By

T. Harrison Butler, AINA

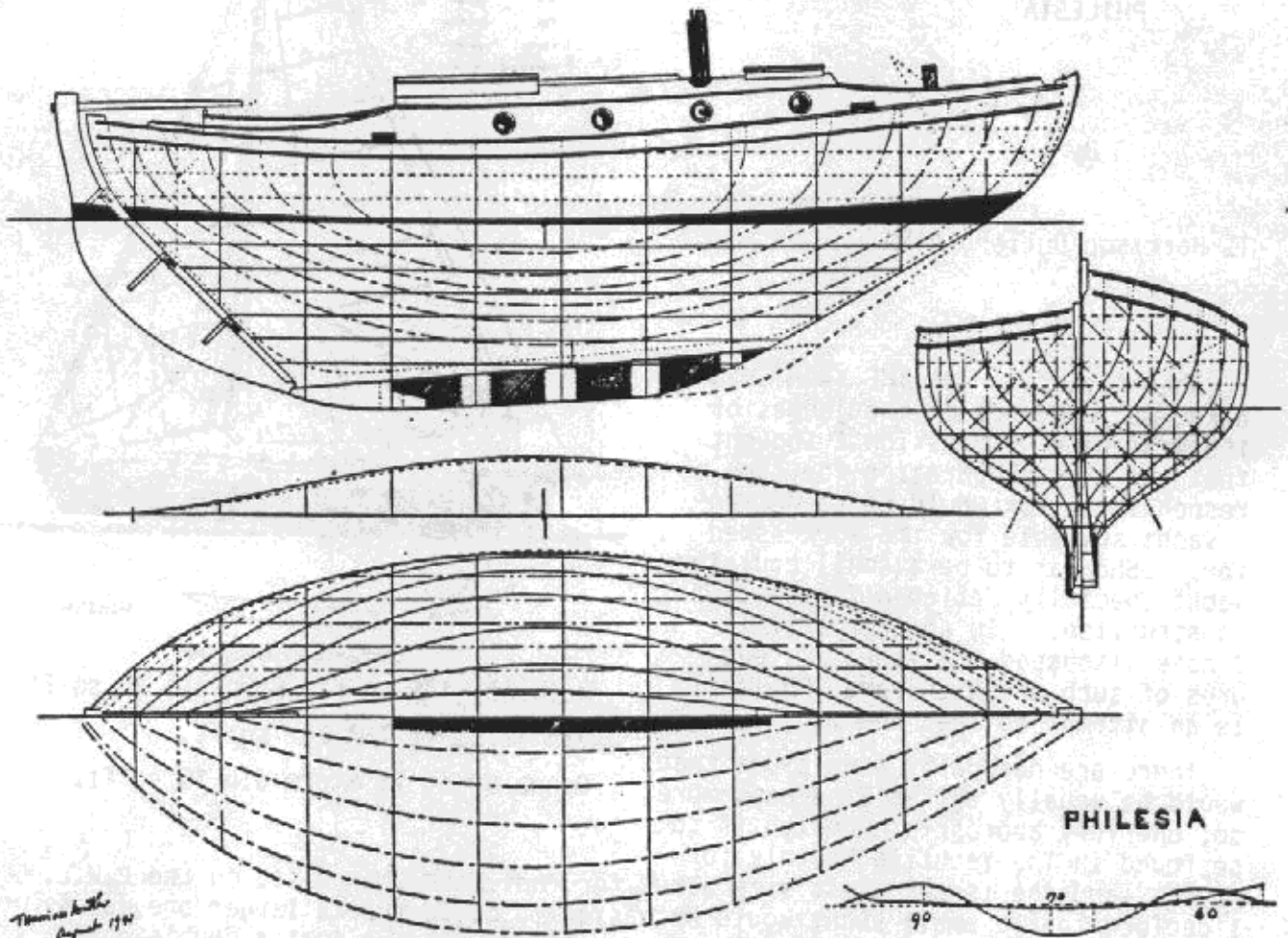
When the editor of THE YACHTSMAN asked me to be one of the judges of the Designing Competition I thought that the best preparation for such a responsible task would be to design a yacht suitable for the work asked for. She was to be a small cruising yacht specially designed for amateur construction. In another article I have discussed the especial features of such a design, and "Philesia" is an attempt to meet them.

There are naturally many types that would be equally suitable perhaps more so; one very appropriate design is to be found in The Yachting Monthly for August, and she is the exact size asked for, not more than 21ft. on the L.W.L. I decided that a small yacht would be easier to build than a larger one, so I chose 18ft. as the length of the L.W.L. It seemed to me that a double-ender of the Colin Archer type would be the easiest form, and it was obvious that a log-keel calling for no adze work would facilitate the task. To make the planking easier, and to make the adoption of the Ashcroft principle of planking possible I kept the bilge easy, and avoided excessive sheer. The straight forefoot economises in wood and again makes the work simpler. The topsides amidships are carried up to avoid the construction of the orthodox cabin top with all its short beams and carlines. This form also gives more room inside. Apart from these features the design is quite ordinary and there is nothing freakish about her. The double-ended type gives a natural harmony and balance, and "Philesia" has an almost perfectly balanced hull. The centres of the upright and inclined curves of areas almost coincide and the metacentric analysis is very good. It is not perfect in that the after curve of the symmetry or moment curve is larger than the forward. Theoretically this ought to make the hull light-headed, but I do not think that "Philesia" will carry lee helm, in fact probably the opposite will occur; she will in strong winds carry slight weather helm off the wind. To make the balance perfect it would be necessary to deepen the forefoot as indicated in dotted lines. This might or might not be advantageous. The best plan if one wished to build the craft would be to construct a model and try it out for balance with and without the extra forefoot. This could be screwed on or off at will.

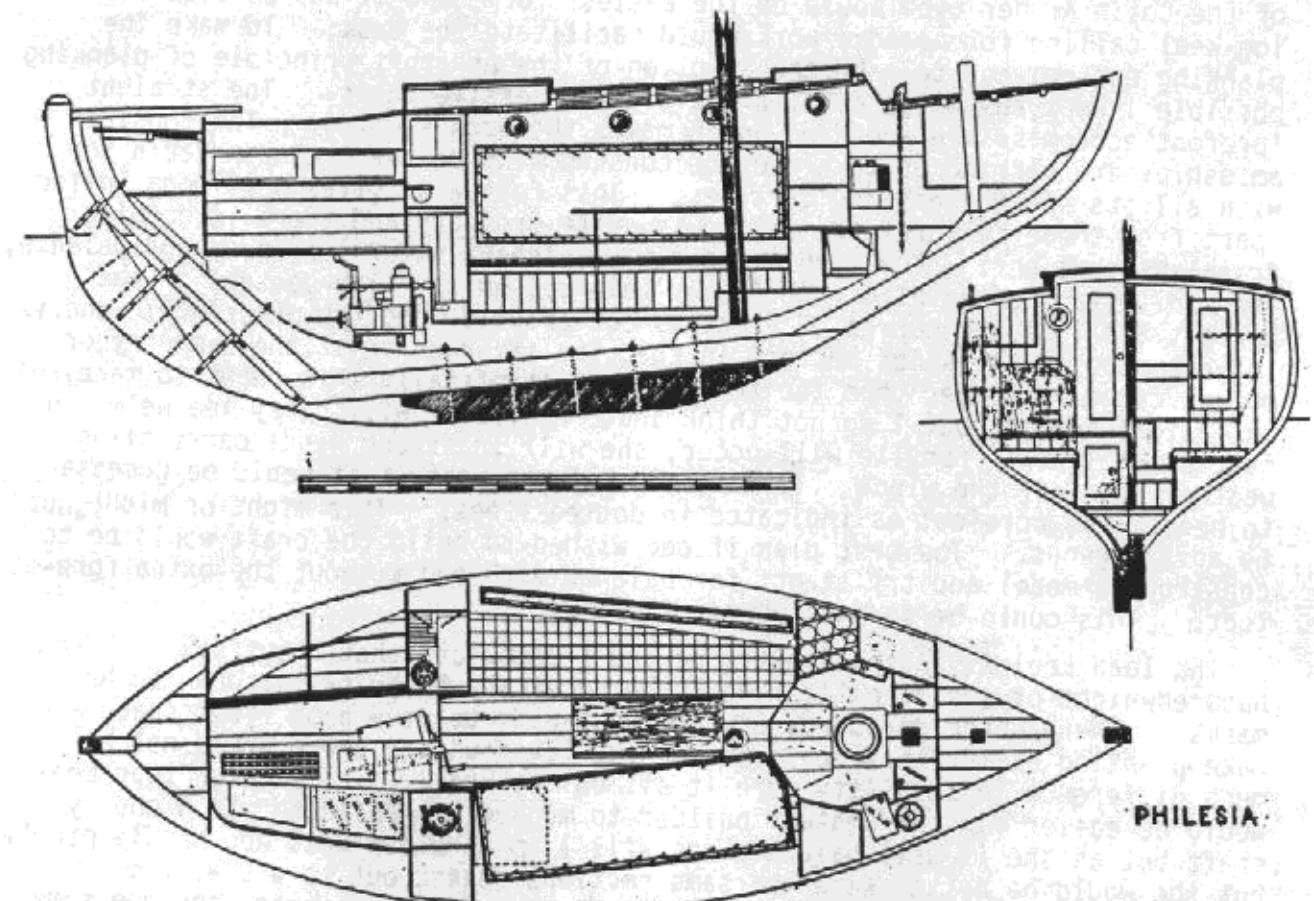
The lead keel is on the light side and I calculate that about six or seven hundredweight of inside ballast would be necessary to bring her down to her marks. Whereas the garboards are somewhat wide to give good floor space and make planking easier this could be carried low down and there would not be much difference in stability were it all on the keel. The lighter lead keel would be easier for the amateur builder to manage. "Philesia" is a chubby craft but as she is well balanced she will I am sure run well and handle nicely, but she would be better were the same sections spaced out to a L.W.L. of 19 or 20ft. This would mean a larger and more expensive yacht, and one somewhat more difficult to build. The whole set of ports should be placed a few



Mainsail 145 sq ft. Foresail 20 sq ft
Jib 42 sq ft TSA 207 sq ft.
Genoa 90 sq ft Storm Jib 15 sq ft.



PHILESLIA



PHILESLIA

PHILESLIA—Dimensions: L.O.A. 21 ft. L.W.L. 18 ft.; Beam 7 ft. Displacement 3.24 tons. Lead Keel 18 cwt. Stability Factor 20.

inches further aft.

THE LAY-OUT

"Philesia" is intended for real cruising and not mere pottering. Her buoyancy, balance and the shape of her stern make her quite safe in any ordinary bad weather, and her cabin plans have been designed with this object in view. She sleeps two in turn-down cots. Commencing from the stem we have a large shelf for sails and light articles. Coming aft there is stowage for four water cans, the rigging light and small articles. Centrally there is a bucket sanitary appliance and ample room is arranged round it and above it. It can be comfortably be used in a seaway. Somewhat complicated doors close the forecabin from the cabin. These are in two leaves like a stable door for the upper half has to go further forward when opened than the lower, and each has a small auxiliary flap to complete the closure. Of course many would be content with a curtain, but others demand complete isolation. The forehatch is directly above the bucket and over this in harbour an awning could be rigged. There are two cupboards at the end of the cabin, one for food the other for clothes. Aft on the starboard side is a gimbaled or swung primus and this galley space is divided off from the cabin by a partition that turns down to make a cooking table on which may be placed a second primus, and it also forms a convenient chart-table. To port there is a locker for clothes, a row of books and a small locker for bottles, medicines, and such like. Petrol tins are housed under the starboard cockpit seat. The water-tins are the exact size of petrol tins and are made of galvanized iron. The Gen type are too large for comfortable handling. The motor is a four H.P. Stuart Turner without reducing gear, but with reverse gear. This ought to give a speed of five knots.

SAIL-PLAN

This may be criticised. It is on the small side, but the Turner Stability Factor comes out at 20 which is a satisfactory one, in fact it is ample. The small boom foresail will probably not be approved of by many, but I am inclined to think that it is useful. It works itself and is no trouble at all. It is a wonderful sail for running in a strong wind. If the sheet is slacked out till the boom makes an angle of 45 degrees it will draw steadily and sweetly. I think that it is probable that "Philesia" will heave-to under this sail alone if the boom is hauled amidships. Again if she has to shorten sail rapidly the big Yankee jib can be run down and the mainsail reefed to the third reef. She is now under easy canvas, and ready to face most things. The small second jib can now be set if necessary. Much of the work can be done safely from the fore-hatch and from the main companion.

Two large scuppers are indicated for draining the deck fore and aft of the central turret. The bumkin is of the wish-bone type and hinges up to form the boom gallows. This is an American gadget and a good one.

The name "Philesia" is that of Xenophon's wife. She was probably the most docile wife recorded in History and I hope that her namesake will prove equally tractable.

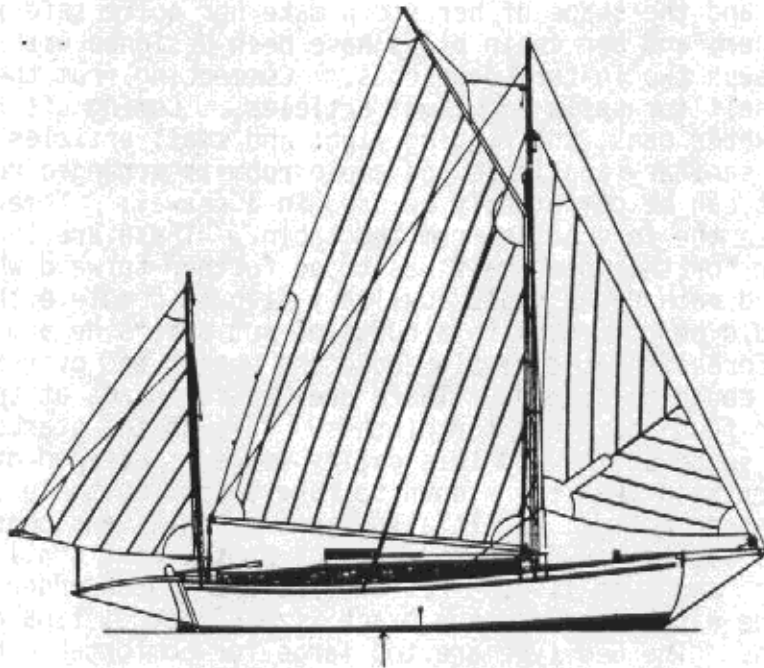
The Yachtsman
December 1941.

Stand to yer ground

Chris Roche, of the Cape Horn Association, has kindly presented the HBA with a 21-track tape of unrecorded and re-worked shanties entitled 'Stand to yer ground' (Screw Productions [no comments please] £6 including p. & p.) I shall bring this to the A.G.M. so that anyone interested can form their own opinion of this hearty listening, 'all guts and balls' as Chris puts it. The tape, which comes with a 40p booklet, may be obtained from him at 6, Brafferton Road, Croydon, CR0 1AD.

P.W.H.

CHANGING A CYCLONE'S RIG



Little Kingfisher or Kingfisher as she was called originally was built to the Cyclone design by A.H.Watty of Fowey in 1926. There is a great deal of teak in her and as a result her displacement is probably greater than designed. Under the gaff yawl rig illustrated above she cruised extensively the waters of North-West Europe and the Baltic during the early years of her life. In the mid-1930s she was bought by a Mr J.C.Carter who wished to change her from a gaff yawl to a Bermudian sloop. The correspondence which follows is both instructive and amusing. The firm Sea Services Ltd. appears to have been a fronting company for the Poole sailmaker, Terence North, with Captain O.M.Watts as Technical Director. It was this firm that made the original cotton sails for the Z 4-tonners when they were new from Lockhart's. Captain Watts is, of course, well known. It was his firm in Albemarle Street who set up the marketing of the Z 4-tonners and he himself was a keen yacht designer. Shortly before the Hitler war he arranged courses for those wishing to take the then Board of Trade Yachtmaster (Coastal) Certificate aimed in particular at those who were members of the Royal Naval Volunteer Supplementary Reserve desirous of obtaining RNVR commissions in the event of the outbreak of hostilities. The text-book was Frank Carr's useful work 'A Yachtmaster's Guide and Coaster's Companion.' Stanley M.Knowles built the Cyclone Diana for himself in 1928/9. The sail plan was by George F.Holmes. Both these gentlemen were leading members of the Humber Yawl Club. An interesting feature of Diana's construction is that she has yellow metal bolts passing through an iron keel. On the face of it this would appear to be a recipe for disaster but they have never given trouble because they are encapsulated in white lead.

From T.H.B. to J.C.Carter - 7th December 1935.

I must apologise for the delay in answering your most interesting letter. It is most instructive and confirms what I already knew, that considerable knowledge and experience is needed when a gaff rig is changed to Bermudian. I do wish that you had consulted me before you made the change. This does not mean that I claim these costs!

The Cyclone Design has been most popular. I do not know how many have

been built, but it must be from 15 to 20. I have had scores of letters about her, and have sent out many sets of the design. And even now in odd places I am across specimens that I knew nothing about. There are four or five in New Zealand, one on the Rhine, another of steel in Holland, and I think one or more in the U.S.A. All the owners write to me about the yacht in the most enthusiastic terms. I am told that she is a magnificent sea-boat, and if I could believe all that I hear about her speed, she would leave a 6-metre standing!!! Now that you have been to the Baltic with her I am more than ever pleased with her. Such being the case, last year I improved on her lines and the result was published in The Motor Boat (Cyclone A.) to illustrate an article that they asked me to write about the ideal cabin small yacht. I think that one has now been built, but I am not certain. I sent the man two designs, and I am not certain which he built. All the owners tell me that she balances perfectly, so much so that she can be left alone with the tiller loose, and she will keep a steady course to windward. Most of these yachts have I think had Bermudian rig, the one that balanced so well certainly had, and having seen the design of the sail-plan I am surprised. In changing from gaff to Bermudian rig, an excellent change by the way, one has to allow at least twice the lead of centres. If the new plan had the same centre of effort she would gripe like hell. If you will send me the new sail plan, and if possible the old one, I will do all that I can to lay my hand on the fault and correct it. You do not tell me in what way she does not balance, but I take it that she gripes. I want to know when she does this, whether only with the wind on the quarter or to windward as well. Also all about her balance under the original rig, and what this rig was. Who originally built the **Kingfisher**, and who was the original owner. I am sending you a copy of the lines which I for a long time had framed in my Consulting Room at Coventry. Now 'Englyn' has taken its place. I thought that you might like to frame this. But I can easily get you as many copies of the lines as you like, for I have the tracing. I am sending this parcel by train or parcel post.

Any information that you can give me about the **Kingfisher** will be most welcome, I want to know how she runs, whether she carries much weather helm to windward, and of course what she is like with a strong wind on the quarter. How do you heave her to? Will she do it in really bad stuff? I once published a Bermudian rig for her, but alas! at that time I did not know what I do now, and with that plan she would I am sure be very hard-headed.

The hull is not by modern standards well balanced, it is not bad, but far from perfect.

Yours sincerely,

T.Harrison Butler.

From T.H.B. to J.C.Carter - 17th December 1935

I got so far and then was held up, and today is Christmas Day. In spirit I wish you a very Happy Day, and a fine New Year with lots of cruising in a balanced boat.

A few years ago I should have thought as you do, all about centres of effort and the Bermudian centre moving forward as the sail is reefed. Now I know by sad experience, mostly at the expense of others, that this is all punk. I was quite horrified when I sailed **Minion** in a strong wind on the quarter to find that I could hardly hold her on her course. Williamson her owner tells me that the mainsail was oversize, and that by taking a cloth out of the leech, and diminishing the rake of the mast he has cured this and that the yacht is now quite docile. Other owners of the 'Cyclone II' design tell me the same. The 'Yonnes', with less forefoot, and more flair to the bow, and the 'Englyns', with narrower transoms, are far better; in fact, **Faraway** with her new rig, with a short boom which is inside the transom, now balances on all points of sailing, so her owner tells me. I have sailed her in her original rig and she was quite docile. Mr Quick, I think that I sent

you his address, built **Hobby** to the Cyclone design, and he asked me to design him a stem-head sloop rig for her. I told him that I could do it only with a very small sail area. If you write to him he will tell you about it all. The address is on the plan. And now for what I think is the explanation. In all sail plans it is a mistake to think only in centres of effort and lateral resistance. This is all very well on paper when the yacht is at rest, and it is correct when the yacht is moving slowly. You must think in terms of luff. When you reef a Bermudian you do not alter the aspect ratio. If the boom and luff are one to two, the ratio is the same however you reef down the sail. As the luff alone drives or rather sucks to windward, the Bermudian sail is as effective reefed as whole, a most important fact, and in this fact lies the whole beauty of the rig. You can get to windward with a small sail area, because the luffs are there. With a gaff sail, as you reef so you diminish the luff till with a balance reef, with jaws to throat, you have no luff and the sail is almost useless to windward. When the mainsail of the gaff rig is reefed it loses power, whereas the headsails do not, and for this reason one has to reduce the headsails *pari passu* with the mainsail or even more so. With the Bermudian the reverse is the case. The mainsail reefed keeps its proportional power, and so it is not necessary to reduce headsails to the same degree. Again, the centre of lateral resistance is really a constantly changing place, and it changes rapidly with increasing speed. A big wave piles up under some bows, I think the vertical type most, and this holds the bow up to windward. Hollows develop under the quarters, and may either push the stern to windward or leeward according to their position. When a yacht is sailing with the wind free she is going at her best speed, and the more the head leaves the wind the less powerful the headsails and the more powerful the mainsail.

So you will see that the problems with the two rigs are quite different. It is really difficult to adjust the balance with the sharp-headed rig, but I think that it is difficult to get the centre of effort too far forward. I am giving more and more lead to my plans always with advantage. I think that it is almost impossible to give a yacht of the type of **Kingfisher** a knockabout rig with any adequate area. I am sure that you will have either to shorten the boom very considerably, and this will let you have a short bumkin and a permanent preventer backstay, or you will have to replace the bowsprit. Or both alterations may give the best results. One thing has been proved to my complete satisfaction and it agrees with theory: you lose nothing to windward by taking a sail such as you have and drastically amputating the boom. To leeward there is of course a slight loss, but here balloon canvas comes in. You have balloon jibs, and better staysails, and spinnakers.

I hope that I have made my meaning clear to you. It is my present conception of the problem.

I would write to Quick and find out from him about the balance of the new rig. The worst of it all is that owners are so loyal to their ships that I cannot ever get the truth till I take the tiller myself in a strong wind. So many men are used to old-fashioned fishing boats that may or may not have griped like hell that they do not mind it at all. But put a racing man on to a yacht that is unbalanced and he will tell you all about it. I think that a real spoon bow as seen on the racing craft does not pile up a high wall-like bow wave, and so she does not gripe even under the worst conditions. I had an X-type yacht, **Moyezerka**, and she even with half-a-gale on the quarter could be sailed with a finger on the tiller. To get a really well balanced yacht and one that under well reefed canvas is really seaworthy one has to adopt a good deal of the racing design. The best larger yacht I know from the design is the French **Iris**. These yachts and even real metre boats are fine sea boats if you compare them with fishing boats and pilot cutters at the same speed. The difficulty is that you have to snug them down to a mere rag to get the same speed, and then they will heave-to and are

quite as sea-kindly as the old type. Mr Crankshaw, the owner of **Noreen**, tells me that she is the best sea-boat he has ever owned and he has sailed all sorts here, in Mexico, etc. None would think of buying a delivery van or a small lorry and fitting it with a car body, but so many do this with yachts!! One boat is built to catch fish or hold a cargo or to heave-to all day waiting for a ship to ship a pilot on. These vessels are not built to sail, and we want yachts that will go to windward.

I hope that I have not bored you.

Yours sincerely,

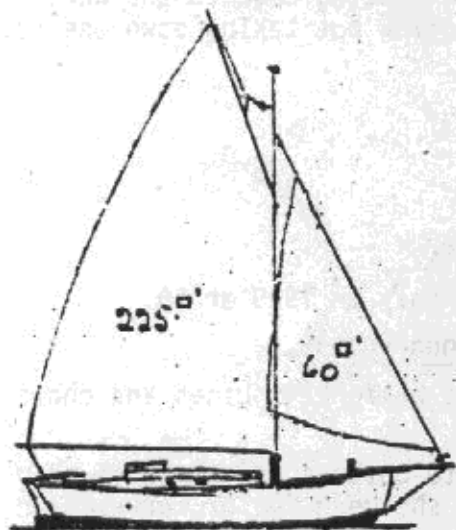
T. Harrison Butler.

From Stanley M. Knowles to J.C. Carter - 28th December 1935.

15 Albany Street,
Spring Bank,
HULL.

Dear Mr Carter,

Dr T. Harrison Butler has sent your letter on to me to reply about the sail plan of my **Diana** which is built to his design 'Cyclone.' I have had a small boat with Bermuda rig and did not like the track as the slides did not always go up and down easily however much they were greased. Latterly I fitted some swivel slides which made it better for a time until the weather took effect on the brass and then they proved the same so with **Diana** I decided on a gaff rig which has proved quite satisfactory over 6 years which includes three holidays single-handed. I have an area of 285 sq ft as



shown in the sketch which I find quite enough for all ordinary purposes though I believe she would carry another 50 sq ft quite readily. It depends on how early one feels inclined to reef. In any case, one has to reef sooner or later but I prefer to have a little less sail and let it be later. On the **Humber** we have a fairly strong tide and the wind against it soon brings up a jump in which the boats move about a great deal. In working out the sail-plan I found the CE was 10% of the WL forward of the CLR with the mast 6ft 6ins aft of the fore side of the stem and the bowsprit 2ft 6ins out to the hole in the bowsprit iron. This gives an excellent balance on all points of sailing and no matter what the wind she never pulls hard even with the wind on the quarter. I

find it very important to adjust the amount of sail forward and aft as this can upset her quite a lot. I have roller reefing on both and whenever I reef the main always reef the foresail proportionately. I feel sure of this; the hull design is right therefore it is only a question of balancing the sails over the hull. My mast is 24ft above deck and the gooseneck is about 18 inches above deck. The foresheet leads to a thimble on the after chain plate which is about 3ft 9ins aft of the mast. The mainsheet is on a horse which is 6ins forward of the transom. The halliards lead aft to the cockpit and I can reduce sail without leaving the cockpit except for the very last reef when I have to slack away the small rope around the mast which I use instead of mast hoops. The bowsprit is 3in ash tapering a little to the forward and aft ends and does not require any shrouds but has a bobstay fitted. I find it important to have the ballast right and allow for the human weight

putting her down aft so that she is just to her marks when sailing with crew on board. I have a 2-stone lead weight which I move to aft end of well when singlehanded.

From what you say in your letter I should think your mast is too far forward and is suffering the complaint of many yawls, viz. mast pushed forward to make room in cabin and the only way to make the sail plan right is to move it aft. The mast position of 6ft 6ins from fore side of stem is the one worked out by Dr Butler and I should think any rig that would fit that position would be reasonably good.

I find **Diana** can sail herself to windward in a good wholesail breeze better than I can sail her and will go along a good full and yet be eating up to windward. Last summer I sailed from Spurn to King's Lynn single-handed with one reef, NE wind. I hove-to once or twice for a peep at the chart and food and never noticed any arm-ache due to pulling. Left Spurn 7am - Lynn Roads 8pm. Although I was very sleepy due to sun and air I was not physically tired and went on to King's Lynn on the flood at 2am. I have a small jamming cleat on the tiller and just hang on a small line made fast to cockpit corners. This is quite handy and enough to hold in ordinary conditions but will slide if suddenly jammed hard down.

With the foresheet to weather she will heave-to in ordinary Humber slop but is inclined to forereach a bit.

I have not tried this in anything stronger than a 2-reef breeze but sometimes roll up more foresail than is really required so as to let her head come up and keep dry.

As you know these boats have a large amount of freeboard and so it is better not to get them too far over but keep them more on their feet so they have a chance to make their keel effective and to get the beading down to the water is far enough. Past this **Diana** is inclined to wallow but taking down one roll cures this and gets her going again.

I hope you will find this of interest.

With kind regards.

Yours sincerely,

Stanley M. Knowles.

Building of **Diana** was described in Yachting Monthly in 1929 or 30.

From Captain O.M. Watts Ltd. to J.C. Carter 30th January 1936.

Thank you for yours of the 28th inst., with the Designer's Lines and enclosures.

It is absolutely true that it is not possible to balance this type of ship on all points of sailing with Bermudian rig. If she were fuller forward and finer aft, she would shift about less when laying over to a breeze.

If she were mine, I would alter the mainsail as shown by the letters A.B. & C. I would also add a jib as shown A.B. & C. (Unfortunately we do not have this diagram - Ed.)

Whether you do both or not, depends on what kind of weather you are sailing in. In light to moderate weather she will be alright with the mainsail altered but no additional headsail. In a strong breeze, you would still have to reef the mainsail to get her balanced if you carried no jib.

I think the cheapest way out is simply to reduce the mainsail, and try her for a season like that, since you are reluctant to install a bowsprit.

I do not want to criticise these Lines as our own earlier efforts carried a lot of weather helm. It is only of recent years that we have filled our ships out forward and fined the Lines aft, and obtained real satisfactory balance.

Aimee Leone carries a lot of weather helm, and the latter ship taught me why Bermudian rig demands the shoulders a long way forward and very fine lines aft.

Merlin, Merganser, Grey Dawn and Carmela are balanced almost as well as 12-metres.

With kindest regards.

Yours sincerely,

For and on behalf of Captain O.M.Watts Ltd.

L.A.Sullivan, Director.

From Sea Services Ltd. to J.C.Carter - 2nd March 1936.

We have received your plans and letters and must apologise for the delay in acknowledging them, due to pressure of work.

The mainsail which we made for you was Scotch cut, and to shorten it on the foot sufficiently it would be necessary to cut it on the luff, which would shorten the luff length by 2ft 3ins. We consider that the area of the mainsail should be reduced and that a small jib would be beneficial, but suggest that the mainsail should be cut first and the vessel sailed as a stem-head sloop, in order to find how she balances. If you find that a jib is necessary it could always be made afterwards.

We await your decision before starting work on the sail.

Assuring you of our best attention at all times.

Yours faithfully,

pp. Sea Services Ltd.

Terence North - Sails Manager.

(In his book 'Wandering under Sail' Eric Hiscock described Terence North, who made the first suit of sails for **Wanderer II**, as 'a romantic figure with his thin gold earrings, and flaming red beard.')

And so, we are left somewhat in the air as to what Mr Carter actually did in the end. I think it was Stanley Knowles who probably spotted the root of the problem by pointing out that the boat had been rigged as a yawl originally and, in consequence, the mast was too far forward. The story clearly illustrates the rush that there was during the late twenties and early thirties to change from gaff to Bermudian rig without thinking the thing through or taking advice. It was in the sixties that I first came across **Little Kingfisher** at Waldringfield on the River Deben in Suffolk. At that time she was owned by Arthur Bloomfield who lived in a bungalow overlooking the river. She was rigged as a bowsprit Bermudian sloop with the mainsail hoisted on mast hoops and a jackstay, the only boat that I have ever seen so rigged, although I have read about it often enough. It was the late John Birchall who discovered the hole in the after deck and so, now owned by his brother, **Little Kingfisher** is a yawl once more.

FEAR

There's the awful sensation you get when it's rough

Your stomach girates and your mouth's full of fluff

There's the terror you feel when peril is dire;

There's the chronic depression all dentists inspire

But the shockingest feeling you simply can't beat

Is to sit on the heads without dropping the seat!

Anon.

C L A U D W O R T H
as a
Y A C H T D E S I G N E R
by
T. Harrison Butler

It is now over thirty years since I first met the late Claud Worth at the Royal London Ophthalmic Hospital. He had completed his pioneer work on the treatment of squinting children which gave him an international reputation. I had returned from work in the East, where I had found his book of the greatest value, and I was naturally most anxious to meet the author.

I had not associated him with yachting, but we and his sailing partner, Devereux Marshall, soon found that we not only had a common profession but identical interests. I was asked to sail on **MAUD**, and any practical knowledge that I possess began with the lessons that I learnt from Worth and Marshall. No one could have better teachers, nor better friends. Devereux Marshall died in India during the war (1914-18), but my friendship with Worth ended only with his death.

Worth's exhaustive knowledge about everything connected with yachting is well known. His books are on the shelves of every yachtsman: for years we have all turned to him for advice, and it is never refused and always valuable.

It is, however, not fully realised that he was a real authority on yacht form, and that he designed three first-class yachts. I think that few realise that his ideas were thoroughly up-to-date, and that he was no wedded to the old-fashioned type to the utter exclusion of the modern. Only a few months before his death I had a most interesting correspondence with him upon recent designs, and upon the effect of modern yachts upon seamanship. I put it definitely to him that the yacht of today had to be handled differently from that of yesterday.

I asked him specifically, thinking that my question would be to him the rankest heresy: "Do you not think that a modern fine-lined yacht, with a fully-balanced hull, should run before a gale, given, of course, sea-room, rather than be hove-to?" I cited the fact that **Yankee**, in her voyage across the Atlantic, had not only run before a 60-mile-an-hour gale, but had actually logged over 200 miles during the 24 hours, while at the same time the big schooner **Atlantic** had to heave-to and had her bulwarks carried away. I also mentioned that Mr. Crankshaw had told me that his **Noreen** ran with perfect ease and safety down Channel before a gale. A child, he said, could have steered her all the time.

To my utter astonishment, Worth agreed with me that probably such vessels could run with safety because their fine lines did not make eddies round the stern which disturbed the stability of following waves and caused them to break.

We had some correspondence about the yachts that won the prizes in the recent Yachting Monthly Competition for an auxiliary 30ft on the LWL. (First Prize: Mr W.F. McNary of Attleboro, Mass., U.S.A. Second Prize: Mr W.L. Hobbs of Hamble, Hants. Second Prize (2): Mr Robert Clark of Croydon, Surrey.) Worth was of the opinion that any of these three yachts would make perfect cruisers for the ordinary business of going down Channel and putting into a port if possible every night. He thought that they would give more interesting sailing than one would get from the older type. But he added that he did not think that this class of yacht was suitable for cruising down the West Coast of France when a night or two nights have to be spent at sea, because he said they would tire their crews. For this class of cruising he considered that other forms were more suitable.

I only wish that he could have sailed on a metacentroid yacht like **Mystery**

(Robert Clark). It would have been most fascinating to know what his reactions would have been. Probably - nay, almost certainly - the tiring effect of the modern yacht is simply a factor of speed, and that if they are snugged down so that to windward they go as slowly in proportion to their size as the older type they would be just comfortable.

During last summer Worth was forced to undergo a serious abdominal operation. During his convalescence, which, alas! was not complete, he finished a design for his nephew, Tom Havenden Worth, a cruising yacht which one assumes represents the culmination of the experience of a life-time. The final details were worked out on a small drawing board entirely in bed.

Bittern represents the work of the last year of Worth's life. I told him that to me she suggested **Tern II** brought up-to-date, but he said that the lines of **Tern II** had not been considered at all. The fact that the load waterline is 30ft is most interesting, for it enables a comparison to be made with the designs sent in for the 30ft LWL Competition.

As one of the judges, I may say at once that I am sure that both my colleague and myself would have thrown **Bittern** out at once, but this does not mean that she is not good, and she may be even better than either of the prize-winners. It may be that, as Worth opined, she may be better for long cruises, whereas the prize-winners are better for coastal work.

One might look at the lines and say: "She is well-balanced, her afterbody is too full, her forebody too fine." This may be so, but it is a fact that there are some yachts of the modern racing type that pull like horses, and have no actual balance at all, and that there are many old-fashioned fishing boats with fine bows and broad sterns that balance perfectly, at any rate under gaff sails. As a matter of fact **Bittern** has been direct from Helford to Corunna and back, and Mr Tom Worth tells me that she is most comfortable, an able seaboat, and that she balances exceedingly well.

Fortunately I preserved a letter from Worth in which he described **Bittern**, and I propose to quote from it: "**Bittern**, 11 ton cutter, is being built by Mitchell (G.P.), of Port Mellon, Mevagissey, Cornwall. The man is an artist. Everything is being done like cabinet work, the type that is produced only by the best firms on the Solent. I have prepared scale drawings of every bit of metal work, so it has taken me a long time. Reefing gear is as in **Tern II** and **IV**, and is being made by Atket, of Cowes. All other iron and bronze work is being made in Glasgow. Rudder stock in bronze, working in a brass trunk. Hanging knees, breast hooks and chain plates are in bronze. The cost is not much more than in galvanized iron. (In this connection I can give definite figures. **Vindilis** had iron floors. Her successor, **Lindy II**, had metal floors, at an extra cost of £8.10s.!!) The spars are being made by the Berton Boat Co. A liberal mainsail area, but the roller gear works so smoothly that it is easy to handle as a smaller area would be. Fixed gallows like the **Terns** had. 7 h.p. Kelvin, with folding propeller under the quarter, with clutch but no reverse. A gap in the rudder makes no appreciable difference in a vessel the size of **Tern IV**, but it completely spoils the performance of a little boat, as I found in my dayboat **Swift**. Reduction in a small boat is a mistake: better lose just a little in propeller efficiency than drag a double-sized propeller. There are certain errors in the drawings. I was not feeling well enough to do the tracings, and got an ordinary mechanical draughtsman to do them. He had never seen boat drawings but worked accurately without understanding the meaning of things."

Readers will be able to see the amazing amount of work that the drawings demanded: and when it is realised that they were made by a man virtually on his death-bed, they are beyond praise.

Some years ago, shortly before the war, I was staying with Worth, and he showed me his original drawings of **Tern III**. He said: "I am no draughtsman, and I shall get Strange to put them into shape for building." As a matter of fact any good loftsmen could have laid the yacht out from Worth's rough drawings with little alteration. They needed only a little fairing up here

and there. **Tern IV** was entirely Worth's own work, and she is probably one of the finest designs of her size ever built. Her midship section is a perfect masterpiece - exactly what it should be. **Tern IV's** behaviour at sea is sufficient proof of the perfection of her design and ballasting.

Both these yachts are well known and have been described in 'Yacht Cruising' and in 'Yacht Navigation and Voyaging.'

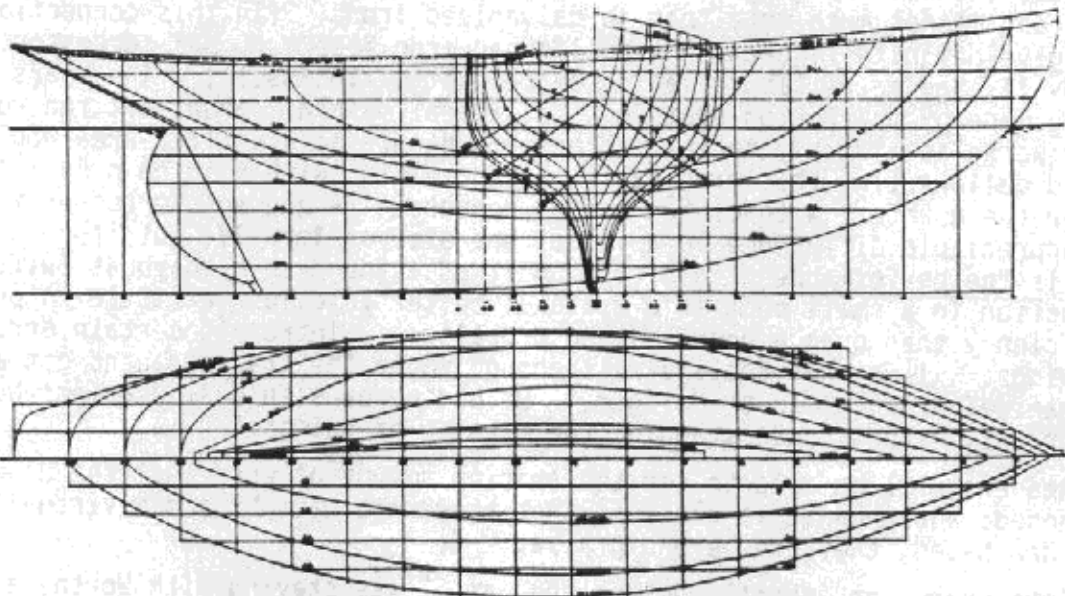
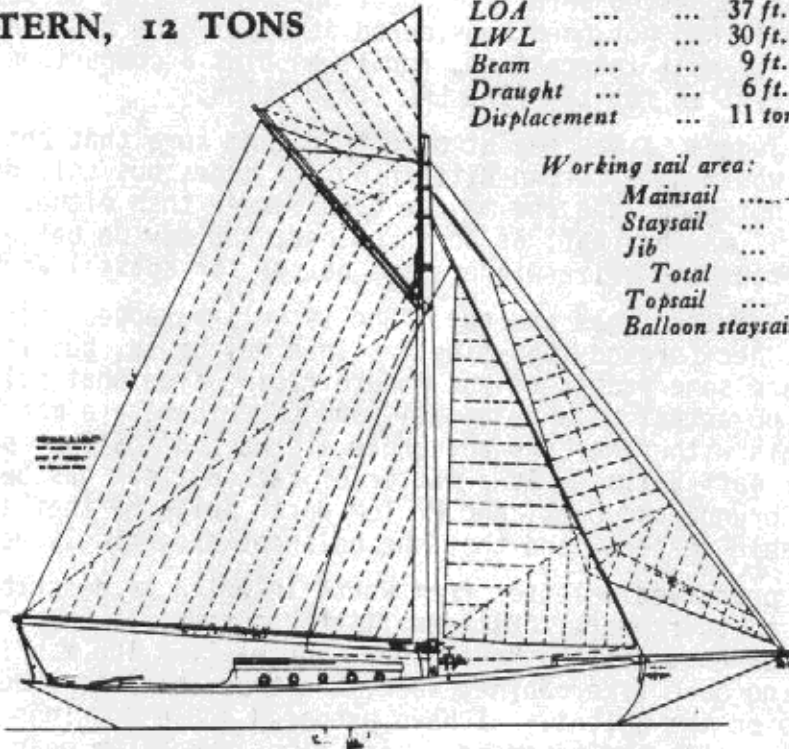
Yachting Monthly
October 1936.

BITTERN, 12 TONS

LOA	...	...	37 ft. 11 in.
LWL	...	...	30 ft.
Beam	...	...	9 ft. 4 in.
Draught	...	...	6 ft.
Displacement	...	...	11 tons

Working sail area:

Mainsail	.....	464 sq. ft.
Staysail	...	128 sq. ft.
Jib	...	93 sq. ft.
Total	...	685 sq. ft.
Topsail	...	83 sq. ft.
Balloon staysail	...	240 sq. ft.



Bittern, 12 tons, 1936, Claud Worth's last design.

