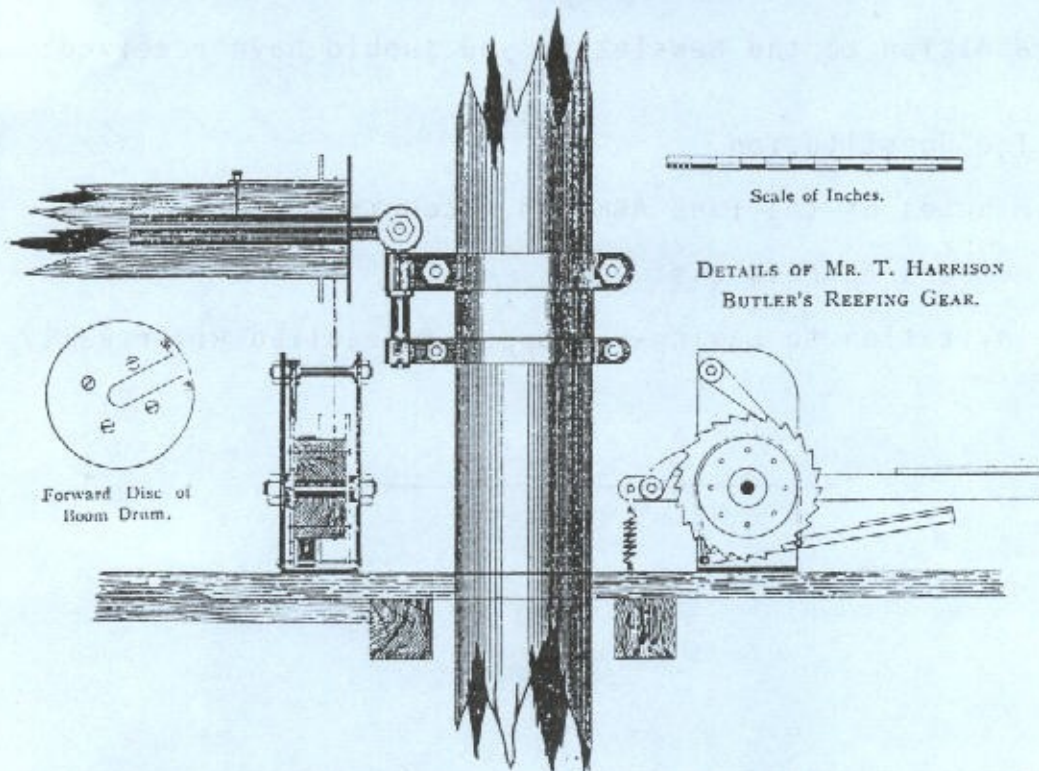




THE HARRISON BUTLER ASSOCIATION

A NOVEL REEFING GEAR AND WINCH.



In the accompanying drawings we have an ingenious reefing gear and foot winch designed by Mr. T. Harrison Butler. A pulley lead may be required between the deck drum and the winch; otherwise the entire mechanism is explained by the plans. The idea is that reefing may be carried out with both hands free, thus simplifying the operation. The winch, it is suggested, might also be adopted for getting the anchor in a small yacht.

President's Letter	page 1
Cayuca - Design Feature -	page 6
Letter to the Editor	page 11
A Book Bargain by Paul Cowman	page 15
Editorial	page 18
Boats for Sale	inside back cover

In addition to the Newsletter you should have received:

The Constitution

Minutes of the 1993 AGM and Accounts

Members Address List

Invitation to Laying-Up Supper & Beaulieu River Rally

The drawing of the reefing gear and winch on the front cover first appeared in Yachting Monthly No 57 VOL 10 January 1911 p. 249

THE PRESIDENT'S LETTER

The Crag

May 1993

Dear Members,

Editor Mark was rash enough to say, 'No hurry', when he and seven other HBA members had tea here on April 24th. Now that I have at last forced myself to my typewriter, having been diverted by several days of excellent weather into horticultural pursuits, I have to keep breaking off to go and shoo off house-hunting seagulls who have designs on a 'room with a view': very persistent they are.

I am sorry to have to record the death, last December, of our first Honorary member to be appointed, E.Spencer (Johnny) Johnson who was an old established denizen of the Hamble River, long enough to have known my father. I understand that he had been ill for some time. I wrote to his widow.

This brings me to the AGM, which differed little from its predecessors but was a little less of a squash than last year as there were only 42 members and guests present - 43 for lunch. I had immense help with the preparation of the lunch from several members and in particular from my niece Caroline Hunter-Weston and from a new Associate member, Mary Holliday- Bishop (mother of Matthew Holliday of whom more anon) so it was a six-barrelled meal: H-W, H-B and J-B, not that that altered the taste of anything but we did introduce a little more variety to the meal. I have but once coped with the lunch entirely on my own but luckily for me there were only 18 of us. I certainly couldn't manage without help for the numbers who come nowadays and I'm very grateful indeed to all my helpers both on Friday and Saturday. I'm always surprised when people do it more than once!

The two main decisions made at the Meeting were:

- 1.) to grant Honorary Members the privileges of Full Membership
 - 2.) to increase the annual subscription to £8 for all members.
- Please take note of this and remember when you pay your 1994 subscription. You will be reminded in the Autumn Newsletter!

In the past our Honorary Members have been people who never appeared other than as names in the List of Members but with the appointment of Ron and Mary Goodhand the situation changed and it became necessary to define the status of Honorary Members in order to eliminate possible confusion.

Treasurer Peter pointed out that Associate Members cost the Association the same as Full Members, the only regular outgoing being the cost of the Newsletters and he said that an increase was necessary in order to have a reasonable "float" in the kitty (not his words) for incidental - though recoverable over a period - expenses such as for buying stocks of ties, burgees etc., and, occasionally, of headed writing paper, the cost of which is not recoverable.

Read the Minutes and you will find out what else was discussed.

The List shows that we have about 88 boats but so far I have received back only 23 draft Certificates of Authenticity. Some replies are rather vague as to "Construction" and just say Wood or, Carvel when really what was wanted was greater detail such as, Pitch pine on oak or, Mahogany on iroko etc..

If you haven't done so already, send me your draft copy but

as the HBA bears some resemblance to 'the mills of God' don't expect to have it back by return. I check the drafts and send them to Tony Garrett for processing then they come back to me to be signed and sent back to the owners.

I have had some interesting letters since I last wrote and I shall quote or paraphrase from some of them.

Geoff Taylor sent some useful solutions to the problem of leaking portholes: 'While I was writing above about portholes the query in the Newsletter about leaky ports came to mind.

'I have used quite successfully rubber HOOVER DRIVE belts. (buy 6 and get a free ticket to Balham). They are round section and quite hard.

But the most successful method by far, and it was a tip I got from an old timer years ago, is Plasticene. I have used it ever since. [I thought Plasticene was what you give to your worst enemy's children who then tread it into the interstices of the carpet.]

'It is only suitable if you are on a long rough trip or have some ports you don't particularly want to open. You soften the Plasticene as normal and roll it into a long thin sausage about $\frac{1}{4}$ or $\frac{3}{8}$ " [inadequate keyboard] diameter and about 12" long. Make into a ring in position on the open port. Close port and screw up fairly but not too tight. The excess will ooze out and you trim off with a sharp knife and save the trimmings. It is 100% effective as long as the port stays shut and can easily be remade when you have to open. Also, it is not messy.'

That came at the end of Geoff's letter in which he described his winter travels - not in Watermaiden for he said he had been too dilatory over her summer refit and by the time she was ready the weather had disintegrated so he popped her back into the last available space in Mashfords' shed, freed because they had recently sold a Customs' seizure. He accompanied a friend to Gibraltar by car via Santander, Cadiz, Sevilla etc., very pleasantly, and spent Christmas with friends who live aboard a pre-war 36' Hillyard. Then he had an opportunity to navigate a couple in a 46' French (aluminium) boat to the Canaries. They had a glorious sail with flat seas and light airs all the way, via Porto Santo, Madeira, Teneriffe and Gran Canaria and he had never seen that stretch of water so calm and pleasant.

Geoff continues: 'A friend flew down from London and we had a short holiday on the Westernmost island, La Palma, first settled in 1493, so celebrating its QUINCENTENARY - I believe Columbus passed this way on the first ARC race about that time.

'The scenery and flora are staggering and the roads keep you alert. I don't believe there is one consecutive 200yds stretch of straight road on the island but the views are worth the effort.'

Since his return Geoff has been beavering away on Watermaiden dealing with some non-Plasticene leaks and sundry other jobs in preparation for a summer cruise - to somewhere hot.

Keith Towne wrote towards the end of April to say that Myfanwy (?Myfynwy) was nearly ready to take the water after a fairly extensive refit. How satisfying to know that so many HB boats are on the mend.

News from Australia comes from several sources. Matthew Holliday wrote sending photographs of Quest of Sydney, proving her still to be in good hands. She looks fine, apart from the wishbone bowsprit which someone in the past has added. Why not a conventional one, I wonder, which would not have destroyed the outline of her bow? A bowsprit should complement the sheer-line.

Quest has been winning races, as she did under Kathy's guiding hand. The Hollidays have joined the Sydney Amateur Sailing Club, Sydney's oldest established yacht club, dating back to 1872 and catering for traditional boats to a large extent. Matthew will write a short (?) monogram for us. He says that Jaslia is on the members' list so I hope he will contact John Gordon, or whoever owns her now, and get her back into the Association. I don't like it when our boats go to other lands and disappear from our ken even when we know their whereabouts.

From the other side of Australia Rowley Goonan writes from Perth, saying that Mouette is bobbing happily on her mooring which is in a small bay on the Swan River, about half a mile from his home. He did a certain amount of essential work on her but has called a temporary halt as various other commitments (such as the restoration of his Naturopathic practice) had to take precedence. He said that he had hoped to have her sailing by Christmas but he wrote in late January and did not expect to be able to start work on her for another few weeks but he added, 'I do want her to be really nice; she is worth it ... so I'd rather take my time.' Perhaps there will be sailing news from him for our next newsletter?

Back to Victoria again and a letter from David Stamp: 'Since our painting of the hull of Amiri last January and February we had some good short cruises; two notable ones were to Limeburners' Creek near Geelong at Easter, and again to the same place over a long weekend in June, but with the Saturday night spent moored to the jetty at St Leonards, on the west side of Port Phillip. The highlight of the Easter weekend was the wooden boat rally at Geelong. On the Sunday the boats sailed across to Limeburners and provided a grand spectacle, not only of the boats themselves but in the close-quarters handling of them among the moorings in the strong winds that were blowing.

Still in Victoria and this time from Frank Hart: 'I arrived home in Westernport on 4th Dec. last, after being away on Isabella for just over 7 months - it was a wonderful time although, as you can imagine, there has been a lot of work to catch up on since my return. I took two months travelling north to Queensland and a similar time to travel south and Ann joined me for 3 months whilst I was there. Ann had long service leave from her school and joined in Moolooba, a town largely devoted to boating, situated some 60 miles north of Brisbane. It is the jumping-off place for travelling north to the Great Barrier Reef and the famous Whitsunday Islands. We travelled slowly along the Queensland coast staying several days in places we enjoyed or where unsettled weather precluded passage making. The weather was warm and pleasant for the whole three months although the winds never stayed in one quarter for any length of time, which resulted in some anxiety when planning each leg. It was not such a problem in Queensland where there are plenty of safe anchorages, with eas of access, but in northern NSW the harbours are up rivers, all of which have dangerous bars to cross at the entrance and many a good boat has been lost on the bar when trying to make port in unfavourable conditions. Heading north was slower than coming south, partly due to the strong southerly flowing East Australian Current which can run up to 4 knots at times. Many other yachts were travelling on the coast at the same time and we were rarely without company either at sea or in the various anchorages. Much interest was shewn in Isabella and one yacht

4.

and one yachtsman wrote to you for a set of Omega plans however, he has since forwarded them on to me, saying that he has bought a completed steel hull and will not be building an HB yacht. His name is Brad Cullen - which reminds me to tell you that John Hartley has put Ardene [Dream of Arden design] on the market.

'Prior to leaving Westernport, I had invested in a "Koden GPS" navigator and I was delighted in its ability to fix accurately the position of the vessel. It was so good that, as I gained confidence in its reliability and accuracy, I used it many times, particularly at night or in restricted visibility, to work into an unknown harbour or anchorage - at the same time never neglecting to use the sounder and hand-bearing compass to verify the information.

'The bird and marine life in the estuaries, creeks and waterways was bountiful and beautiful. We saw whales blowing and breaching. The latter is an awesome sight as most of the body rises out of the water. The whales migrate north in the winter months to breed and give birth and they are a great attraction to tourists who travel out to watch them in chartered power boats and aeroplanes. We also saw a variety of porpoises: in some anchorages they swim around the boat and take as much interest in the crew as we do in them. Many porpoises swim and dive around the boat as we sail along and if you stand in the bow and shout at them they turn on their sides before they dive, taking a long look at the bowman. Large turtles and dugongs are seen in many areas. The dugongs are vegetarian mammals, similar in size to a dolphin and they are bottom feeders. They are in danger of extinction and are a protected species although the aborigines are currently allowed to catch them! The bird life is even more fascinating, particularly in the rivers and estuaries. The sea eagles were impressively beautiful, both in flight and perched in the trees and mangroves. The mangroves themselves in many places were as large as trees. We frequently saw the sea eagles swoop down and catch some luckless fish, innocently swimming too close to the surface of the water for safety.

'Herons, egrets, cormorants and pelicans were there in their hundreds and on one island where we landed we encountered two olgas, who strutted off, croaking in disgust at our proximity. The olgas stand 5ft high, have a silver grey plumage with a collar and hood of red feathers.

'We travelled as far as Great Keppel Island which is at a latitude of approximately 21°S and, after spending some 3 weeks in that locality, we decided to turn round and head south as the days were warming up and the humidity slowly increasing. Ann was almost due to return to work and I was looking forward to feeling a cooler edge to the wind. Ann left in Brisbane at the beginning of October and I continued south on my own.'

Frank added that his son's boatbuilding was progressing well and that he had built several boats during the past three years which have been winning ocean races. The last one, launched in November last year, did very well in the Sydney/Hobart race and in the subsequent series of races.

What a fascinating description of their cruise - a variant on; changing jibs in howling gales; sighting lighthouse X on the port bow, etc., although nautical experiences of that sort are also interesting but Frank and Ann encountered such a wealth of wild life that it would have been a terrible waste if he hadn't told us about it. I wish we could have some news from Canada!!

A rather sad letter from Brian and Pat Terry - sad, because they have resigned from the Association: understandable, though, because they bought a larger boat and expect to be in far away places but Brian made one very heartwarming comment: 'But we do want to tell you that Naida and the

Association (we were founder memberd) have meant a great deal to us over the years. We thought hard before selling her - 18 years together was a long time and she gave us a great deal of pleasure and never frightened us.'

That brings me to a matter of some urgency. Mike and Jane Wrightson have also bought a larger boat and are almost on the brink of sailing off into the wide open oceanic spaces (but not to leave the HBA) and that means that we need someone who has access to a suitably compatible computer/printer, to take over the custody of the List of Members and the address labels list and to adjust these as necessary. I give information about new members and any alterations which need to be made to the lists and also, the names for the Autumn Supplement. As you know, the main List goes out with the Spring (Summer, this year!) Newsletter and the Supplement with the Autumn issue. A copy has to be sent to the Editor for duplication, to accompany the relevant newsletter. Please, will some kind soul come to the rescue? Jane is putting in a note about it elsewhere in the newsletter and will give any information if asked. I hope Mike and Jane will enjoy their travels but I shall miss not having them at the other end of the telephone or, seeing them in person (I was going to say, 'in the flesh' but it might give a wrong impression).

My latest bit of news is that Zyclon now has a new owner. Robert Robert Fallows wrote to say that he has sold her to Christopher and Janine Neal of Rosedale House, Garrigill, Cumbria, CA9 3DY. I put in this information as I hope to net them into the Association but the List of Members has already been completed and I have not yet had time to write to them. I expect that Robert feels a mixture of sadness and relief at the parting. He says that, although he is now without a boat, he can indulge his other love - of mountains, and hopes to spend a fair amount of the summer in the Lakes (who knows? we might even meet there), the Alps and Scotland.

Kelana has also been sold but I haven't any details other than that she will live in Scotland.

This letter has been long in the pipeline and has been typed largely in Theale. Surprisingly, I've had no hurrying words from Mark but must get it into the post for him. I expect that I shall remember things which I ought to have said as soon as it drops into the pillar box but they will have to wait until next time - or until we meet at the Laying-up Supper which I believe will be held at the R.southern Y.C.'s clubhouse at Gins Farm on the Beaulieu River, on October "nd/3rd but at this time, I have had neither confirmation nor refutal of the plan put forward at the AGM. Which brings me to another snippet of news: John Lesh and Anne Bentley married in April. Perhaps they are still on their honeymoon? I wish them well, just as

I send my very best wishes to all our members: I thank you for your letters even if I haven't answered all of them yet. I do enjoy them and even more, I enjoy our real life encounters.

As ever, (rather scatty)

Joan.



Cayuca, 16 Tons

[LOA 36 ft. LWL 31 ft. Beam 11 ft.
Draught 6 ft.]

This description was published in *Yachting Monthly* No. 332 VOL 56 December 1933 p. 132. It would appear that the design was completed in February 1933.

THIS new design by Dr. Harrison Butler for a 16-ton Bermuda cutter is the result of a request made by an Auckland yachtsman for the design of a yacht which he could build himself, with the help of others, and use for cruising amongst the South Sea Islands. Although in general form this design is clearly a development of all Dr. Butler's previous designs, there are one or two unusual features, perhaps the most noticeable being the "off-set" coachroof and cabin floor. Of this the designer says:

"The off-set cabin trunk will naturally be criticized, but there is much to be said for it. 11 ft. beam is too much for the ordinary arrangement to be used economically, and not enough for a bunk behind the settees on both sides. The off-set cabin arrangement gives a useful bunk behind the settee on the starboard side, where a sleeper can be out of the way of the rest of the crew. (I recently cruised with a lady who, instead of being sea-sick in the usual way, *slept* the whole time we were underway, and one passage occupied 43 hours!) Here would be a splendid place to park her out of the way, and yet quite comfortable. This bunk can be a little lower than drawn, and there is a larger locker under it to stow the bedding for the two settees. On deck the off-set trunk leaves room for the secure stowage of a full-sized 10-ft. dinghy. Seen from the side, there would be nothing unusual in the appearance. The after cabin has a built-in bunk on the starboard side, with drawers under it, and on the port there is a large amount of stowage for sails, warps and other gear. In front of this is an oilskin and clothes wardrobe. A full-sized chart table is arranged in this cabin."

The cabin plan, it should be added, is not arranged so much for ocean cruising but rather to indicate what can be done in a hull of these dimensions for coastal cruising and fairly long passage-making.

Referring to the beam of 11 ft. for a WL length of 31 ft., Dr. Butler says:

"I have wondered whether I have not given Cayuca too much beam, but for ocean work a lot of stowage is called for, and one does not want the use of the fuel and of the water and food to alter the total displacement too



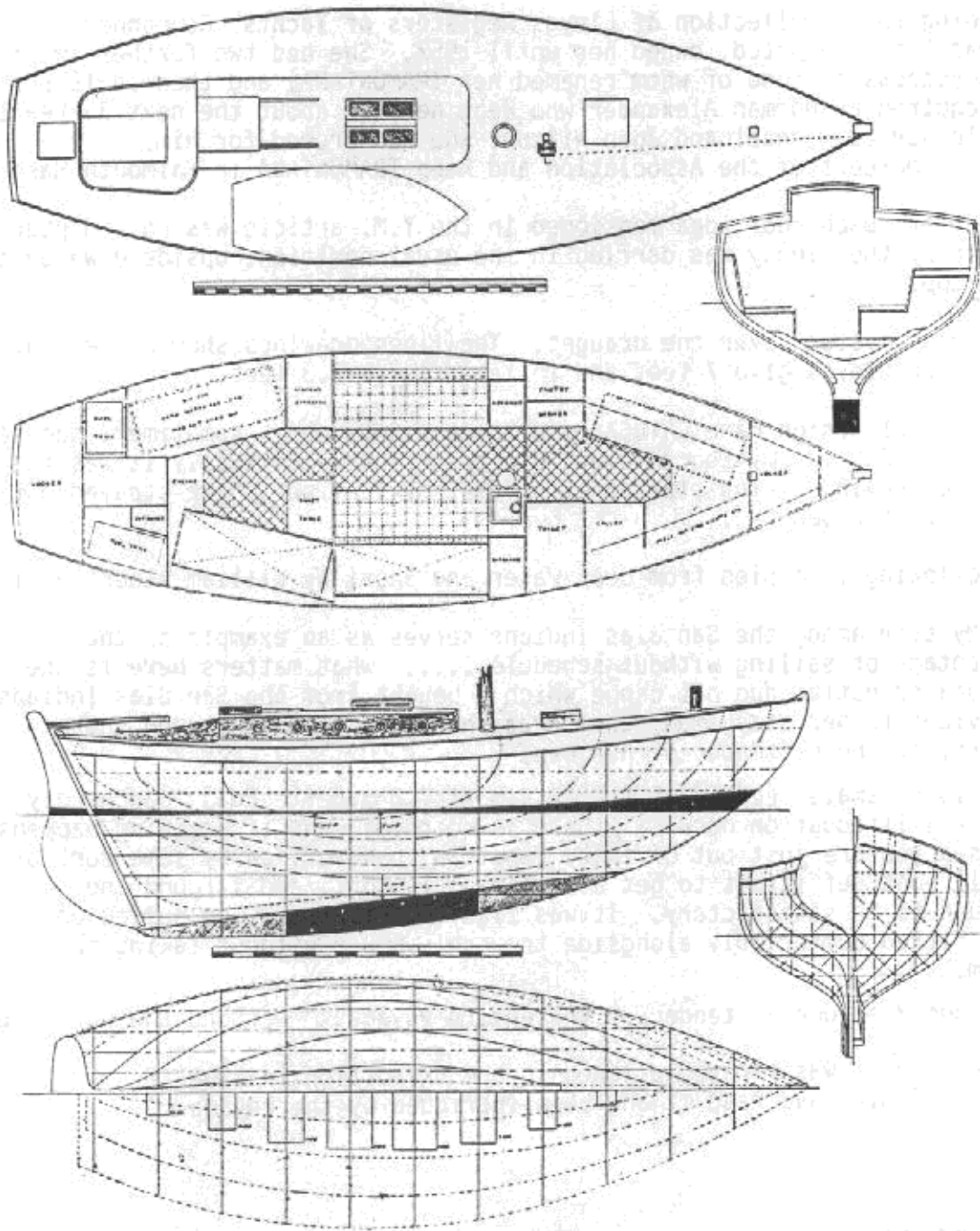
Sail plan of Cayuca. Mains'l 480, fores'l 170, jib 120. Total 770 sq. ft.

much. I am now quite happy in this proportion of beam, for in the July number of *Yachting* there is a drawing of *Manchu*, designed by Nunes Bros., of Sausalito, California, for Patterson McCann of San Francisco, who wanted a boat which would be capable of making extended passages through the Pacific Islands with the maximum of comfort and minimum of work in handling. This cutter, with her short rig, roller-reefing mainsail and roller-furling jib, is virtually a single-hander. *Manchu* is 36 ft. overall, 30 ft. 10 in. over the LWL, with 11 ft. 6 in. beam and 6 ft. 8 in. draught. The total sail area is 835 sq. ft. These two yachts, both independently designed for the same work (*Cayuca* was designed in February of this year) are almost identical in size and rig. *Cayuca* has a softer bilge and probably displaces less than *Manchu*, which has 6 in. more beam and 8 in. more draught. The sail plan is almost the same, except that *Manchu* has a very short bowsprit. I am not at all certain that I do not prefer the design of *Manchu* to *Cayuca*. Perhaps a combination of both would be ideal. *Manchu* has a different lay-out but has an off-set cabin plan."

The working rig shown, totalling 770 sq. ft., was specified by the owner, who wished for an easily-handled boat without any pretence at a "fast cruiser." On the general design Dr. Butler says:

"I shall welcome any criticism of this design, with the proviso that it is recognized that the rig was specified. Now that Mr. Laurent Giles has devised an efficient run-way, it might be better to adopt this, but for such rigorous work I would like the track to be strengthened with a few bands round the mast. I cannot feel that mere screws driven into soft wood can be quite safe in a heavy gybe, unless backed up by hands, especially at the stations where the head of the sail comes when fully set, and at each reef."

Cayuca, we are given to understand, is now under construction at Whitstable, Kent.



CAYUCA, 16 TONS

LOA 36 ft. LWF 31 ft. Beam 11 ft. Draught 6 ft. Displacement 12.5 tons.
 Alternate lead or iron keels are indicated, each approximately 4 tons.

As far as we are aware only one example was built to this design,
 TRAMONTANA ex MURENA, built in 1934.

LLOYD'S REGISTER OF YACHTS, 1935.

MOR

1 Consec- utive No. of Total Number. Signal Letters.	2 Yacht's Name. Material of Build.	3 Type. Rig. Sailmaker.	4 TONE. Registered Net & Gross Tons. W.L.	5 DIMENSIONS.			6 BUILD.		8 Engines and Boilers- Particulars and Builders. Alterations, etc.	9 Owners	10 Port belonging to.	11 CLASSIFICATION Part of Survey. Other Classifica- tions if not L.R. INCUMBRANCES	12 Character of Special Survey. Date of last survey. Incumbrances
				T.M.	Dr.	Depth.	Builders.	Where.					
4079 163490 MBWF	Morena Wood	AuxBm Cut	14.44 17.51 17	86.7 36.5 31.0	11.2 6.7 7.0	6.7 7.0	Anderson, Rigley & Perkins T. Harrison Butler, M.D.	Whitstable 1934	Oil Engine 2Cy.80mm.-100mm. Coxsack Victor	Comdr. A. R. J. Southby, R.N., M.P.	London		

According to my collection of Lloyds Registers of Yachts, Commander Southby, who was later knighted, owned her until 1952. She had two further owners in rapid succession, one of whom renamed her TRAMONTANA, and then in 1956 she was acquired by Norman Alexander who kept her for about the next 35 years. He sold her to Michael and Joan Wilson, who had crewed for him. They are members of the Association and keep TRAMONTANA in Falmouth Harbour.

The offset coach roof idea mentioned in the Y.M. article was not adopted so presumably the dinghy was carried in the usual position, upside down on the cabin top.

There is a mystery over the draught. The lines drawings show 6 feet but the entries in Lloyds give 7 feet and in later years 7.3 feet.

The original design name CAYUCA niggled me. Somewhere, sometime I had seen the word. Finally my subconscious did the trick - actually it was the result of buying a king size duvet so that my feet no longer strayed out of the end of the bed - .

The following is copied from Deep Water and Shoal by William Albert Robinson.

" My stay among the San Blas Indians serves as an example of the advantage of sailing without schedule what matters here is the cayuca or native dug out canoe which I bought from the San Blas Indians. Previous to her stay among them Svaap had been dependent upon shore boats, having no tender of her own.

A ship so small [LOA 32.5 ft B 9.5 ft D 5.6 ft Ed.] can hardly carry a lifeboat on deck - there is no room; and if anything happens at sea you are just out of luck. She can, however, carry some sort of small boat sufficient to get ashore when in port, and I found the cayuca to be satisfactory. It was light, could easily be pulled on deck and fitted comfortably alongside the cabin house without taking too much room.

We used a cayuca as tender on the entire voyage. " [round the world Ed.]

Robinson's book was first published in the UK edition in 1932. I wonder if H.B. had read it and been intrigued by the cayuca?

STATISTICS

It has become fashionable to compare designs by ratios involving sail area, displacement, LWL and ballast.

Using the figures given for CAYUCA and an estimated 100% fore-triangle of 344 sq ft the results are:

Sail Area/Displacement	=	S.A. sq ft/(Disp. cu ft) ^{2/3}	=	14.3
Displacement/Length	=	Disp. tons/(0.01 x LWL) ³	=	420
Ballast ratio	=	Ballast/Disp. x 100	=	32%

Today's pundits might suggest an increase in sail area and ballast but then it is well known that there are lies, damned lies and STATISTICS.

Norman Alexander, who is regularly to be seen in Falmouth Harbour sailing his Laurent Giles Wanderer Class single-handed, kindly sent me the following notes about his experiences with TRAMONTANA.

In the years 1954-5 my brother and I were looking for a boat. We had been partners since boyhood. Amongst others we saw Tramontana. I liked her on sight. He was most dismissive; he called her a "motor-sailor", largely because of the big old PARSONS engine she had. We were used to very small ones or none at all.

Little did he know he was going to have to eat those words later.

Six months later we had not found a boat, and I decided to visit Tramontana again. This time to buy on my own.

When I got to Falmouth I was amazed to find that the port bow had been "attacked" by some sharp instrument; the wood had been prized open in about ten places. I found that this had been done by a surveyor.

I carefully examined the splintered fragments. Now I am not an expert in timber, but a lifetime in and around small boats gives you some idea of the state of a wooden vessel.

I wondered why it had been done, and further wondered could I turn this to my advantage. On my return home I wrote a letter pointing out all the boat's problems real and invented. I finished by saying she was worth about one third of the asking price.

Two days later I had a telephone call asking if this was a firm offer. Incredulous, I answered "Yes".

I gave instructions for the boat to be rigged and ready for sea. The first day I decided to get sail on her some idiot in the yard had made a mess of reeving the main halyard.

It meant climbing hand over hand to the masthead and correcting the error there.

The weather was the unstable stuff we often get in July, but I had to get home, my wife was with me and we left Falmouth for Barry.

On the passage home I was delighted to find I had a vessel such as I had longed for. A fine turn of speed, very responsive to the helm, never sluggish in stays, and most surprising ghosted along very well in light airs.

But there was much to be done, the main halyard started shackled to a ring bolt in the deck, it then went up to the masthead through a cheek block down to a block in the head of the sail, back up to a cheek block and down, ending in a purchase. The jib the same. The staysail half that system.

The canvas was hand sewn so badly treated with oil and ochre that most of it was like cardboard. Everything was very heavy and when everything was set there was a lot of rope around the mast!

The jib was a disaster. A lean 'thing' with a low cut clew sheeted about halfway between stemhead and mast.

I ordered a new suit of sails and made the jib with a high clew sheeted just in front of the cockpit. This was a great success. The boat loved it.

I now set about simplifying the halyards. I made a single wire with a rope tail. This ran from the head of the sail, through the centre sneave in the masthead, down through a single block on deck then up to a Merryman winch. The sail was hoisted by the rope until within about 6 feet of the masthead then the winch took over.

I did the same for the jib. In all the years I had her I never had any trouble getting a taut luff.

I had the new mainsail about 2 feet shorter in the foot. I then, by trial and error, shortened the bowsprit until I got a reasonable balance.

She was showing her paces very well against other boats and when my brother brought a new boat to Barry friends began to wonder. Because the boat was from a design by Kim Holman and with her he meant to have a crack at the Fastnet. Came Barry regatta. With a fine breeze we crossed the line together, but soon we were leading him and we continued to leave him and the race was ours.

Tramontana was that great thing, a "Passage Maker". She seemed to revel in getting out of the Bristol Channel and around the land to Newlyn or Falmouth. She did that many times in 36 hours.
On the way home from Ireland she logged 90 miles in 12 hours.
Lundy to within sight of the Fastnet in 26 hours.
Dunmore East to Barry in 24 hours.

I was never able to solve the mystery of the draft changing from 6 foot to 7.3 foot. I wrote to the builders, who told me all records were burnt during the war. I asked the man who had her built but he did not know, neither did Mrs Jardine Brown.

I sailed her for 25 years, many times single handed, and always found her a delight, both at sea and in handling in close quarters in crowded harbours.



NORMAN ALEXANDER

This photograph, which has been reproduced from a slide taken in 1978 or 79, shows TRAMONTANA coming up to anchor in Crookhaven, SW Ireland.

LETTER TO THE EDITOR

Dear Mark,

Thank you for the last Newsletter, some nice stuff which I am sure you would expect me to reply to! But first.

Singlehanding - you note that H-B's early design was "for a singlehander's use", while noting that the mainsail might be a bit of a handful for one, and querying the "elasticity" of the term. You are right in this but for not quite the right reason. The term has an honourable and accurate background and at the time of the design had clearly understood meaning - that of sailing with one paid hand. When one sailed with paid hands, plural, and almost everyone did before the turn of the century, excepting those amateurs from a canoeing background, it was, naturally, unremarkable. When one was sailing 'light' in a small boat one might only have one paid hand - that is one sailed "with a single hand" or "singlehanded". Thus one had two on board. The modern term is a prostitution of the above which came into use when tabloid cruisers became the norm and it became normal to sail alone. At the time when the design was done if one sailed alone one said so in those terms hence "Sailing Alone Around The World" By Joshua Slocum (1905) and "The Voyage Alone in the Yawl Rob-Roy" John MacGregor (1867). It would be pleasant to see the term, as originally used, back in service.

F B R Brown's piece makes some good points, I hope that what follows is seen as adding and not carping. How right he is about the Ivory Tower problems of professionals and how lucky the amateur who can design for pleasure, **and from a background of his own deep experience.** It is for this reason that the work of the amateur should always be given very careful study, specially my favourite Albert Strange. Strang has come in for quite a lot of criticism from 'professional' yacht designers over the years who denigrate his designs as "pretty" and of "weak mid section" and of "modest rig". One particular offender I can name never sailed one!

As you know well I have owned a quintessential Strange yacht for 13 years now and know precisely why she has had so few owners. Brown's point about speed I know to be valid, indeed the very essence of safety. Those with slow boats pooh-pooh speed believing that it has something unseaworthy about it. They quite fail to recognise that speed carries with it performance and a greater ability to get out of trouble - I have been there often enough to know. His point about the pleasure of sailing a fast boat slowly is just as true; we can be travelling at 8 knots (on 19.5 ft LWL) for long distances and it is a curious delight to hand the main and do 6 knots under Jib & Mizzen with the yacht entirely upright and quiet.

Sheila's ballast ratio must be about 50% as she is supposed to weigh 2.25 tons and has external iron of 21cwt, with no internal ballast and her extremely cutaway profile makes for a handiness and sheer speed that is quite spooky. The "modest" rig, very easily handled by one, is a perfect example of the amateur knowing his job exactly. Strange had come out of canoeing and knew from deep cruising experience that a modest rig is good for sailing alone and will drive a properly designed hull fast enough, in his words "to get the tired lone sailor to port before he is too tired to do it himself".

One sails for pleasure; the sheer joy of sailing a properly balanced displacement hull consistently fast is just like driving an E type long distances - it adds a sexy joy to the passage that no slow boat can possibly emulate. You can be in port, in the pub, long before old slowcoach has crossed the bar - and don't let anyone tell you a fast boat can't heave to, Sheila does so beautifully on almost any point of sailing BUT because she is fast we are still sailing long after old slowcoach has packed it in!

Mr Brown quotes over the drawing of Moth, "the sail-plan of MOTH shows a roller headsail". Curiously the drawing he uses doesn't; when boats were fitted with such, by design, it was clearly shown as a thick line with the little "cotton reel" on the bottom. The Roller Reefing headsail was 'invented' by captain (army) Edward Du Boulay in 1878. It was a true reefing gear and consisted of a fur pole round the forestay, with a little reel on the bottom. The sail was cut with a

'sock' luff to fit tightly over the pole and then tacked onto the pole - it could thus be rolled up by degrees, reefed, and sailed part rolled up. Every little rater of the 'nineties' used one and quite why the Wykeham-Marting gear (a mere furling thing) ever took on I can't understand. The amateurs who designed little cruising yachts had used such things and new their value - most of Strange's little boats had one and Robert E Groves's pictures of Sheila "in the Hebrides" show one such very clearly. I would not sail without one with a sail on the end of a bowsprit, yet after the great war they almost entirely disappeared. I suspect the happened because the people who new their worth, the amateur designers and yachtsmen of the nineteenth century, were all dead and a new breed of amateur sailor came upon the sailing scene who seemed to have equated the reefing gear with unseamanlike practices (and many still do) failing to recognise that to have the right sailplan at the right time with the minimum of fuss and effort is the most seamanlike behaviour of all.

Another interesting point of difference between the amateurs, as shown in the drawings used by Brown, and the cutter-rigged working boat ethos of the day is the use of sloop rig for small yachts. *MOTH* is a fine example; how many cutters does one see of this size, with silly pocket-handkerchief sized sails, so small that the drag induced by the extra gear more than negates any theoretical extra drive, very specially with the sailplans of the period which had no overlap. Strange wrote of his experiences of the two arrangements and the extra weatherliness and speed of the single well proportioned headsail, **EASILY REEFED WITH ITS REEFING GEAR.** I have no fault to find with his logic since Sheila wins races consistently against cutters of much greater size and a lot of her speed and weatherliness comes from this single sail. It has to be said that I have it cut somewhat larger than the fashion of her day, with about 3 ft of overlap on the mast, **BUT THEN I CAN REEF IT AT THE TWEAK OF A LINE** - and this is, with her amazing mizzen, without any doubt whatever, the reason why we can still sail her in today's modern traffic without an engine.

The other delightful feature of the period we are considering was the number of amateur designers who were in the game almost solely for the intellectual stimulus they gained from the challenge of designing racing yachts to rules, and submitting the results to the yachting press for judgement and discussion. No professional would do this for fear of compromising his commercial success. 'Tommy' Glen Coats (Coats of Paisley the thread and yarn makers) was indeed one but he had the courage to build and race his own designs.

What is of interest for us today is that the freedom with which these amateur racing designs were published gave them then, and us now, almost the only chance of knowing the features of racing classes at the time since none of the professionals published their drawings - and regrettably most have perished in office clear outs through two world wars.

Yes Mr Brown we, who sail proper yachts, owe much to Harrison-Butler, Strange or whomsoever who had the time and experience to design what they liked and knew about. One more thing; they could afford to experiment freely - the professional who carried a clients wrath and his liability, as well as press ridicule should his radical solution fail, was prone to be more cautious. A professional would not have designed an Albert Strange canoe - yacht.

But finally this. The amateur was the sole source of little cruising yacht designs, at the turn of the century. The professionals earned their fees by successful racing yacht designs or large cruising yacht designs - the fees implicit in the design of a 3 ton yacht weren't worth the pencil lead involved in their execution. Neither had the professionals any deep personal experience of cruising in really little yachts; after all such craft hardly existed in the nineteenth century. It is entirely due to the experience of these men, and the capacity of some of them to create designs to suit the need, that we have the magnificent little boats that appeared before the first war and the extended experience built on these that produced modern small boat sailing. N.B. Albert Strange consulted Harrison Butler on his eyes in his later life and Joan has Strange's planimeter and dividers, a true link between the tabloid cruiser of the 'thirties and the canoeists of the (18)'eighties.

Yours sincerely Michael Burn

A BOOK BARGAIN

by Paul Cowman
ex AVOCET

Whilst returning home empty handed and despondent from a boat jumble recently (not a mushroom ventilator in sight) I noticed a sign outside our local village hall which read 'Book Fair'. Rummaging through the decrepit and dusty tomes I came across a smart 1966 copy of Jack H. Coote's 'Down the Wind' a yachtsman's anthology. I purchased it for the modest sum of £3.

The volume is a splendid compilation of boating tales from no less than 50 famous authors, varying from Claude Worth to Des Sleightholme. They are all well illustrated with numerous black and white photographs. One particular chapter had an all too familiar ring to it, namely 'The Engine' by E. E. Nott-Bower from 'Ten Ton Travel' 1950.

How well I remember my first Little Ship, a converted sailing lifeboat with an original pre-war Austin Thetis engine. Many a windless night was spent nurturing the engine along by some means or another over a 5 knot foul tide. Eventually the Austin was replaced with a characterless Yanmar diesel which started at the touch of a button and ran effortlessly. Strange as it may seem we missed the drama of rushing below at some crucial moment to frantically crank the Autin's starting handle as loomed some disaster not on the itinerary.

E E Nott-Bower

THE ENGINE

THE history of the next part of the voyage, from Gibraltar to Bordeaux, cannot be recorded without frequent references to a somewhat sordid subject—that of our auxiliary engine, Henry. Had it not been that an engine was essential for navigating canals, I am fairly certain it would have been accorded a sea burial quite early in the voyage. I must hasten to explain that no reflection whatever is cast on the designer or maker of the engine, a Mr Ford—I have had much carefree use of his products on the road—nor on the various well-meaning individuals who have contributed to its conversion for marine use, but this particular one laboured under two severe handicaps. It had lain idle in the boat for most of the war, to the detriment of almost every working part, and it lacked many of those loving little attentions from a devoted hand which every engine expects.

10

I do not attempt to absolve myself from blame, but I can plead in extenuation that, in addition to being engineer, I was also skipper, navigator, half-time helmsman, diplomat, interpreter and scrounger. To avoid constant references and explanations I will once for all describe Henry and detail some of his characteristics. Readers who are easily nauseated are advised to skip the following paragraphs.

First, the method of approach. One stands on the cockpit floor, facing aft, just forward of the cabin entrance. One drops on the right knee on a small damp cushion specially placed for the purpose. The left foot can now reach the cabin floor level, between the wardrobe and the w.c. The right knee is then withdrawn, leaving the head and shoulders bending over the cockpit floor at the cabin entrance. From now on, one cannot stand erect. A hatch-cover is now removed from the cockpit floor, and the dreadful spectacle of Henry's upperworks is exposed. Next a heavy wooden horizontal cross-piece, which had supported the forward end of the hatch-cover, is wrenched upwards from its guides. In wet weather a hammer or mallet has to be found to assist this operation. Next a square vertical board, cutting off Henry from the cabin, is withdrawn and thrown backwards into the cabin. Henry is now fully exposed and the starting-handle may, though it is really much too early to do so, be attached to the cranking shaft. If it is raining, either Henry gets very wet, or the cockpit cover is slid over, which effectively shuts out the light and makes any further contemplation of him impossible. We will assume, however, that it is a sunny day.

We will now proceed to start the engine and get under way. The petrol is turned on and the two screws securing the float-chamber removed. This is necessary in order to fill the float-chamber with petrol from a bottle. Many people have told me how to avoid this operation, but so far they have all been wrong. The screws are then replaced, assuming that one of them has not fallen into the bilges under the engine, in which case the engine has to be removed before further action is possible. The choke wire is now wedged out with a special spanner kept for the purpose, and the engine turned over four times. During this operation the skin of the knuckles is lacerated against the too-adjacent bulkhead. The switch, situated high up on the cockpit coaming, behind the door connecting with the cabin, is now turned on by means of pulling it out with a pair of pliers, the screw-on knob of the switch having long since come off. The body has to be bent round behind the door for this operation, the weight being supported by one hand on No. 2 cylinder, if cool. One more pull up on the crank and the engine starts. The operator then springs up over the engine (left knee on the dynamo, right foot just missing the coil, and then a press-up on the coaming) and peers over the transom to see if the water is circulating.

Let us assume that it is. Returning briskly to cabin level, the operator removes the starting-handle, replaces the vertical board, the horizontal cross-piece, the hatch-cover, the screw-driver, the special spanner, the pliers. The bottle of petrol and the small damp cushion, and wipes his hands proudly. Next, a slotted board farther back in the cockpit is removed, and the socket for the gear-lever exposed. The gear-lever is supposed to pass through the slot into the socket, but, in short, it doesn't. All being ready, and the engine still going, the gear socket is pushed forward. To hold it in position, the slotted board is wedged in behind it against an empty calor-gas cylinder, which is itself supported against the after coaming of the cockpit. We are now under way.

But of course all this presupposes that conditions are perfect. I have not touched upon the complications which are liable to ensue when these operations have to be performed in a tumbling sea with frozen and fumbling fingers, nor have I so far suggested the infinite variations entailed by negative results in any of the processes. 'One more pull up, and the engine starts.' Ha, ha!

Let us examine some of the causes of this ironic laughter. First, the cranking arrangements. The starting handle rotates a shaft which is connected by a chain to the engine crankshaft.

There are ratchets engaging with the pinion of this crankshaft. These ratchets have a way of getting gummed up; then the starting handle rotates rapidly without anything happening. This usually occurs when one is quite certain the engine is going to start next pull-up; then one gets a long screw-driver and pushes down the offending ratchet. One also keeps a special oil-can filled with paraffin and oil and squirts it into the ratchets. Alternatively the handle is so stiff it will not turn at all. This is because the back bearing of the shaft is bolted down too tight and is binding the shaft. Very well, we will ease the bolt. But, by a laughable mischance, this bolt also does duty as a cylinder-head bolt, so that any casement causes gases to blow through the gasket of No. 4 cylinder. Well, compromise was always a strong point in the British make-up. A slight gasket leak and a slight stiffness of the handle, and we shall do nicely.

I have never seen the petrol tank. It is rumoured to be a cylinder of copper, and its filler projects up through the deck on the port side. When one is sailing on the port tack, any water collecting on deck banks up against the cockpit coaming. This brings the petrol filler under water for considerable periods. Although the filler cap seems perfectly water-tight, this water does in fact find its way into the petrol tank. So much for the petrol supply.

The ignition is by battery and coil. The battery is supposed to be charged by a dynamo, but the latter, though it does its duty well when the engine is accelerated in neutral, knocks off permanently when the gear is engaged. The battery therefore has to be taken out and charged at frequent intervals. This partly, but not wholly, explains why I do not make more use of the self-starter.

To be quite honest, this device has been a source of some disappointment to me. After it has been overhauled during the winter, and with the battery fully charged, it will produce just one resounding metallic clang, but for the rest of the season a thin fretful whine is all I am accustomed to expect from it.

The distributor has been bent at some time and consequently rotates slightly eccentrically. The rotor arm bites grooves of varying depths in the contacts. It will be seen therefore that this is a delicate piece of mechanism and needs a good deal of care and adjustment.

The engine itself is a good goer, if it goes. Nos. 3 and 4 cylinders, being ovoid in section, are rather too freely lubricated, and the plugs need taking out and cleaning a good deal. Otherwise no comments.

The gear-box once ran for months with bilge-water doing duty as oil. It survived, but is in poor shape. Pinions come adrift and fall off into the gear-box sump from time to time, and are very troublesome to get out.

I think that covers almost everything. As an exercise for the student, let us imagine that while under way—in a French waterway for example—the engine becomes very hot, pinks violently and conks out. To what would you attribute the cause? Dirty petrol, dirty oil, fault in water circulation, fault in ignition? Well, you could go on trying for a long time, as I did, and you would be wrong. The answer is autumn leaves wrapped round the propeller.

EDITORIAL THOUGHTS and REMINISCENCES

SPELLING is not one of my strong points. To avoid too many errors a copy of the Pocket Oxford Dictionary lives on my desk. I have just looked up the word 'Editor' - "one who arranges, annotates or otherwise prepares another's work for publication".

In this newsletter we have contributions from four members, including our President and myself as Editor and one from an ex member.

Yet the 1993/94 membership totals 118 full members and 62 associates

LETTERS published in the correspondence columns of magazines are traditionally addressed to the Editor but rarely answered in print by that luminary.

So although I disagree with some of the views put forward in his letter by my old friend Michael Burn I think it would be more interesting if replies were penned by some other hands.

THERE IS a good letter in the June/July edition of the Boatman. Another of my friends, Jamie Clay, wrote a spirited appeal to advertisers and boat reviewers asking them to abandon the modern term Length on Deck and revert to the established Length over All.

There is not room to repeat his arguments here, so anyone interested will have to buy a copy of the magazine, or peruse it in one of the brightly lit and well stocked High Street Reading Rooms sponsored by W.H.S. and others.

MY RECENT reading has produced other examples of dubious terminology. In boatbuilding the member which runs vertically beneath the deck beams and into which these are, in the best practice, half dovetailed, is the beam CLAMP. Far too many refer to it as the beam SHELF. This is wrong. The beam shelf is a horizontal member, occasionally full length but usually only spanning the width of the chain plates.

ANOTHER example of incorrect use of terms is a tendency to class any metal corrosion on boats as due to electrolysis. Strictly this term should only be used to describe stray current corrosion. The more common form with our type of craft is Galvanic Corrosion, caused when two dissimilar metals are in electrical contact and immersed, permanently or periodically, in salt water.

In case this is read by any absolute purist, I should add that galvanic corrosion also occurs in fresh water but to a lesser extent.

The clearest explanation of these phenomena that I have found is in a book by Nigel Warren with the title Metal Corrosion in Boats. ISBN 0-7136-3479-0.

I MUST thank those members who contacted me directly or through our President with advice about my leaking portholes - or should I really say scuttles? One member even took the trouble to send a sample length of rubber.

The prize must go to our local yacht chandler who directed me to a firm on a nearby trading estate, who manufacture gaskets and washers.

They supplied some neoprene sheet about 5mm thick. We cut this into strips to fit the grooves and after some experiment decided that the best width was 8mm. The neoprene did not need to be stuck in place and when I played a powerful hose on the closed port from all angles there were no leaks.

I TOOK Priscilla out to dinner the other evening. This was to celebrate her birthday and also the anniversary of our first meeting.

She reminded me of the first question I ever asked her: "What do you cook on at sea?". Her reply was "A primus of course". So we married and have lived happily ever afterwards - still cooking on a primus when afloat.

20

WE HAVE changed boats. Dixie d'Or has been replaced by Cinnamon Lady, a 41 ft ketch. Same designer, same builder and strangely enough, both built for the same owner.

The logistics of the change could have been tricky. The new boat was lying at Shotley Point Marina on the Orwell and our mooring is at Mylor on Falmouth Harbour. Travelling to Shotley by train with sleeping bags, charts, tools and primus stove (to replace the existing gas contraption) would have been a strain. We could have gone by car, but then how do you get the car back to Cornwall?

The answer was simple. We sailed to Shotley in Dixie d'Or with all the gear on board, moved the necessities across to the new boat and sailed her home. Members will now understand why the Spring Newsletter is appearing in the Summer.

In searching for a new boat I had circulated thirty one brokers with a detailed specification of our requirements. Basically we were looking for a wooden monohull by a good yard to a known design around 12 tons displacement.

Some brokers did not even acknowledge our enquiry; others sent particulars of trimarans or half completed concrete monstrosities.

Eventually Tony Powell of Seaway Yacht Sales not only found Cinnamon Lady for us but introduced a purchaser for Dixie d'Or within a couple of weeks of our delivering her to Shotley. He was most helpful and efficient, is an experienced blue water yachtsman and I would recommend him to our membership.

HAVE YOU ever given any thought to matching rigging screws, shackles and wire rope? I was always taught that the diameter of the rigging screw thread should be twice the diameter of the wire. So 8mm wire needs a 16mm rigging screw. Galvanised rigging screws do not seem to have gone metric, so say 5/8 inch.

Now the breaking strain of 8mm 7x7 galvanised wire varies according to the formula you use or the books you consult. But lets accept 3.8 tons.

Now what about a shackle to join the two and provide some articulation at the joint? I know of no formula for calculating the strength of a shackle but there is a British Standard Specification 3032/1958 and Davey & Co. offer shackles made to this standard. These are listed by Safe Working Load.

So what is the S.W.L. for our 8mm wire? A quarter of the breaking strain? If so we need a 1 ton shackle. This will have an 11/16 diameter pin and 7/16 diameter bow - a hefty lump of metal.

I have a feeling that generally we take risks with shackles, though the only time I had a rigging failure it was the wire rope that went. Then it is unfair on the rope if you try to sail under a lifting span that does not lift quickly enough!

It would be interesting to have members' thoughts on this matter. Suggestions that we change to stainless or to deadeyes and lanyards will be ignored.

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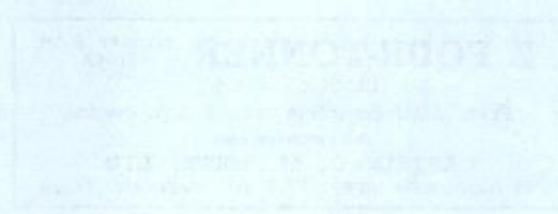
NEXT ISSUE

It is hoped to publish the Autumn/Winter Newsletter at the end of November.

Would members please send contributions by Friday 12th November.

Hon. Editor: Mark Miller
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