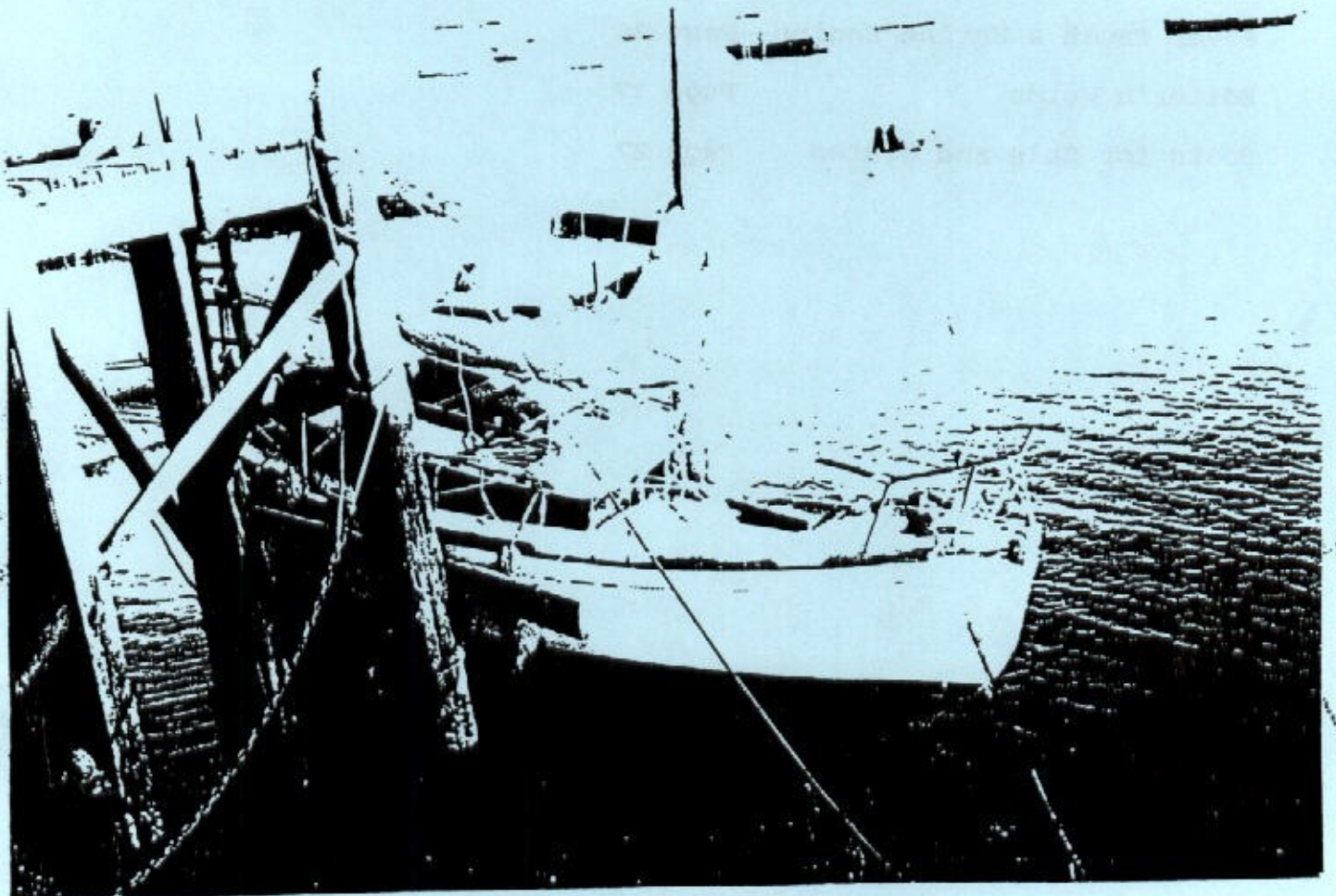




# THE HARRISON BUTLER ASSOCIATION



Newsletter No: 40

Winter 1994



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## LETTER FROM THE PRESIDENT

2 The Chestnuts  
Theale.

November 1994

Dear Members,

As is my custom, I shall start with the nasty bit and, yes, you have probably guessed, it's the boring subject of unpaid subscriptions. I know this is endemic in most clubs and associations but isn't the HBA a bit special? It won't be if it sinks without trace from lack of funds. There are still members who are behind with their payments for this year and some for previous years also, despite reminders in every newsletter, special notes enclosed with their newsletters and further telephonic reminders. Names have been deleted from this year's List of Members and, sadly, very few will reappear in the Autumn Supplement. This is the very last chance to continue to receive mail from us. 1995 subscriptions will be due on January 1st and will be £10. In case you have have mislaid your Member's List, the Treasurer

is, Peter Hasler, 52 Bedford Court Mansions  
Bedford Avenue  
London. WC1B 3AA

[Until the next AGM, after which it will probably be Simon Wagner]

We have had a resignation from a member who said that he no longer got anything out of the HBA and that we were always moaning about unpaid subscriptions but never addressed the reason: he had not received his boat's Certificate of Authenticity. I replied that, judging by the small number of draft certificates which had been returned to me for processing, I did not think that was the reason. I asked whether it had ever occurred to him that he might put something into the Association, perhaps by sending a contribution for inclusion in the newsletter?

Concerning contributions, I'm sure you will enjoy the piece which David Burnett has written for us. I must warn you that he has a very fertile imagination and you will need a large cannister of salt handy as you read it. I think that it should be sub-titled, "Sending up the President".

I have just spoken to David for up to date news of the publication of the new edition of "Cruising Yachts: Design and Performance and he told me that it is at the printers and copies should be available for members shortly after Christmas. Fingers crossed - toes as well, perhaps. Anyway, you apply to him if you want a copy. It has a number of photographs in it and a wider selection of designs than in the original version. I have been more or less dominated by it for the past year. I felt it was the last service I could perform for my father and I hope the sailing public will like it. Most of it is his book anyway; my contribution is small. I hope that David has enjoyed its publishing as much as he anticipated.

I have plucked out a few items from Yachting Monthlies for this issue. I thought the "Sweet-shop Dinghy" was rather fun; and it would be interesting to test R. Dawson Echlin's moon/weather theory. I don't know what else Janet and Keith have up their sleeves at their end.

In recent years, boat attendance at the Laying-up Supper locales has dwindled although we always muster a good number of members for the meal itself and this year was no exception and those of us who were there enjoyed the fruits of John Lesh's arrangements which he made with the Royal Southampton Yacht Club before he and Ann sailed away. Whither? Maybe a date earlier in September would prove more popular but we have to fit in with the dates which the host club can offer us. Certainly, the facilities at Gin's Farm are excellent for our purposes and the staff are always very welcoming.

This year, Alexa, Cobber and Zebedee represented the fleet and Jill Betts,



Jonathan Boulter and I were guests aboard Alexa, having joined Patrick Gibson and his brother-in-law, Alan Giles, at Hamble, from where we had a very enjoyable sail to the Beaulieu River. Lesley Gibson was ashore, awaiting the birth of their first grandchild but she arrived, sans any news, as we were supping. However, towards the end of the meal a message reached us of the safe arrival of their grandson and we drank his health in champagne which had appeared like magic from the boot of their car.

I had arrived on board with a problem: how to accommodate four adults for the night? Alexa could provide one berth but the other three depended on the arrival of Cobber and Zebedee. Happily, both boats turned up, Zebedee took one, and it says much for the Zyklon design that Cobber was able to take the other two, in addition to John-Henry and Marilyn Bowden. Cobber is one of the 2.4-tonners with built-up topsides which probably helped.

On my way to The Crag in October, I looked in on Roy Aldworth, to see how Omega's repairs were faring. Much progress had been made since Boyd and Desirée Campbell and I were there a few years ago and a great deal of patient and very skilled craftsmanship has gone into her. She looks absolutely lovely - better, I'm certain than when she was first built. It gives a lift to one's spirits to see how a near-wreck has been rescued and transformed into a proper boat again. Roy expects to be sailing next year. I am hoping to see Yonne when I'm with Tim and Wendy over Christmas.

While in Cornwall in the summer and the autumn. I saw Mark and Priscilla Miller and Jeremy, Adrie and David Burnett. It was good to see Mark recovered from his recent coronary trouble and good to know that he is being "sensible". I hope to gather our local members together sometime, maybe April would be possible?

In July I attended the Centenary Meet of the Royal Cruising Club, in Falmouth, and had my first experience of sailing in a "plastic" boat. Not a very long cruise, extending as it did from St Mawes to Falmouth via a small detour without the bounds of Falmouth Harbour to rendezvous with the rest of the RCC fleet who were coming from Charlestown, led by the Commodore. I was on board Tallulah of Turnaware with Andrew Pool, the Rear Commodore.

We all made for Falmouth and rafted alongside a pontoon in the Harbour and did a bit of fraternising but a problem arose. I had no means of returning to St Mawes. Andrew invited me to stay with them ashore, in Flushing but I needed both to rescue my car from the public car-park in St Mawes and to collect overnight necessities. The upshot was that Andrew drove me round to St Mawes and back in his little open MG - another enjoyable "first".

At the Supper the following evening at the Royal Cornwall Y.C., I suddenly realized that the first RCC Meet I attended had been seventy-one years earlier: a sobering thought indeed.

Before he left to rejoin Watermaiden in Villamora, Geoff Taylor called here with friends and we had a long chat - interesting, as always with him. He has written since - as he always does when on his travels - and was planning to go to the Azores for a while and then to Roadtown in the Virgin Is. until around Christmas and afterwards, to Florida to visit the friend whose boat he delivered last year. Last year, when he was staying with a friend in Maine, who had once owned Zingara, he was told that Zingara had fallen on evil days and was languishing somewhere in Maine, not far away. I have set my spies to work to try to find out more and I myself shall write to Norman Walters to see what I can learn. She should be rescued. She is an Askadil, built by Moody's in 1935/6 and shipped to Canada aboard the SS Montcalm and sailed on Lake Ontario with her first owner.

It always saddens me when I hear of the dereliction and demise of HB boats or, indeed of any good boat, and I wonder how people can just allow their



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boats to moulder and disintegrate rather than to sell them - or even to give them to someone who would exercise the TLC which wooden boats require and deserve. There are several going that way in this country. Sometimes vendors ask too high a price and, while waiting for a buyer, nothing is done to the boat which can deteriorate to the extent that her value reduces to firewood level, plus a few bits and pieces.

I have very recently heard from Alessandro Sternini who is preparing for the next stage of his world-circling voyage. The bottom right-hand corner of Australia has to be rounded and then there are the Bass Strait and the Great Southern Ocean to be contemplated or, rather, traversed. I wish him and Khamseen very well indeed and shall await news from his next landfall with interest and perhaps an element of anxiety.

Once again, my most sincere apologies to those members who are still waiting for replies to their letters. Shall I ever be able to exclude this sentence from a newsletter, I wonder? I shall try again to do better and at least next year I shall not be distracted by the book.

I have had a very interesting telephone conversation with Terry Sprake, Honorary Secretary of the newly-formed Sparkman and Stephens Society (I'm not sure of the correct title). He was seeking advice about Constitution construction, etc., and we had quite a long talk about this and that. They had just had a dinner at the Royal Thames YC (much grander than we are) at which Olin Stephens himself had been present. He is now in his eighties. T.S. was interested to learn that I have a letter written by Olin Stephens to my father and hadn't realized that I was T.H.B.'s daughter. I have invited him to our AGM and I am also going to invite Editors of yachting journals as we shall be celebrating (very mildly) our twenty-one years of association.

Finally, and on a happy note, after consultation, I am exercising my prerogative as President to appoint Peter and Ruth Mather to Honorary Membership. Peter spent ten dedicated years as Editor and raised the standard of our Newsletters to a level which is not easy to maintain. Not only that, he has been extremely helpful in many spheres and to many members and in particular, to me. His knowledge of HB designs and to the boats built to them rivals (and in some cases exceeds) my own.

He has put a tremendous amount into the Association and is always ready with advice, information (which often entails considerable research) and helpful suggestions and is always ready to follow a trail. I have "worked" with Peter through all these years and am in the privileged position of knowing just how much behind-the-scenes input has come from him. Throughout his years as Editor he was more or less Assistant Secretary as well. His work in marine insurance provided him with a network of "eyes" on the look-out for HB boats for us and also, the know-how which many of our members were able to draw upon.

Honorary membership does not mean retiral in any sense and I shall still ply him with queries as they crop up. It is my great pleasure that I can make this gesture of gratitude from us all.

My very best wishes to you all for Christmas(?) and for 1955. Keep in touch even if your letters go unanswered for ages. Telephone me when you can or, even better, come and see me either here or at The Crag. There are two spare beds here and more at The Crag but fewer creature comforts there but a breathtaking view!

Yours aye,

Joan.

P.S. There are things I have forgotten to say. The first is to remind you that the next AGM is on Saturday, February 25th. The notice will be enclosed

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with this newsletter.

I have just remembered that when I prepare the 1995/96 List of Members, I shall need your new telephone numbers. If I need to do other than change 0 to 01, please let me know in good time.

When writing about the RCC Meet I forgot to mention that Desirée and her daughter Alison Miller had made the passage to and from Torpoint in Black Swan, the Drascombe owned by Boyd and Desirée. A venturesome voyage indeed. The criterion for permission to berth in Charlestown harbour was that the boat had a holding-tank. 'Yes', said Desirée, 'We have a bucket with a lid!' Alison had taken her car-phone with her and they were able to ring up Boyd when they were back within range of Torpoint. I spent a night with Boyd and Desirée on my way back from Cornwall and met our newest members, Mike and Eve Waters, who have bought Zante from Jim Broad. Sadly, I wasn't able to see Jim but we had a talk on the telephone. He has sailed Zante for very many years and all the while, her engine remained underneath their kitchen table! He must have a very long-suffering wife. Corrosion had set in and so a replacement had to be found.

I did not mention earlier, that the current subscription rate is £6. I'm sorry to end as I began, with Subscriptions! Thank goodness I'm not the Treasurer.

I'm going to put this letter in an envelope before I think of anything else.

More good wishes,

O.J.J.B.



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STOP PRESS ----Too late for the President's letter

#### A snippet of news from Belgium

Some of you may have seen the article on *Judy Anne* in the August Classic Boat and my reply in the November issue. It was read by Els and Hans van Veen in Belgium and they wrote to me, hoping that their boat is an authentic Englyn.

I am delighted to be able to reassure them. *Almonde* is an Englyn built in Holland in 1934, as they tell me and she was an HBA member some years ago. She is the boat which Queen Wilhelmina used to sail when she wanted to "get away from it all". She was then owned by the then Commodore of the Royal Netherlands Yacht Club. I seem to remember that she spent the war submerged somewhere, for safety.

Hans van Veen says in his letter "if she is not a true HB of course we will be disappointed but we can live with that because in anyway she is the best cruising boat we have ever sailed."

She would be, would'nt she! Any minute now, I hope she'll be back in the HBA. I have also had a letter from Geoff Taylor with news of *Watermaiden* in Tortola. Here is his letter. . .

Liseiff Taylor  
 Yacht Watermaiden  
 Indian Harbour Marina  
 1399 Banana River Dr.  
 Indian Harbour Beach  
 Florida 32937  
 12 Nov. 1994

Dear Joan,

Just a quick note to let you know I got into the BVI, Road Town, on 10<sup>th</sup> November after a passage from the Canaries of 34 days.

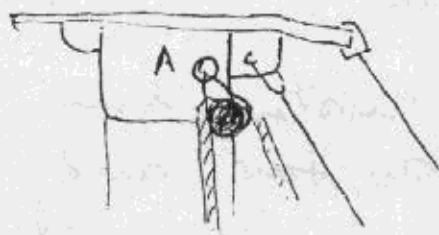
I set out earlier than usual but I do not know if that is why the winds were light but I had some terribly slow days. Also N winds of force 1-2 for several days. It was not until I was about 6 hours short of the BVI that the winds really got up & I was forced to shorten sail. Basically I carried two genoas poled out totalling



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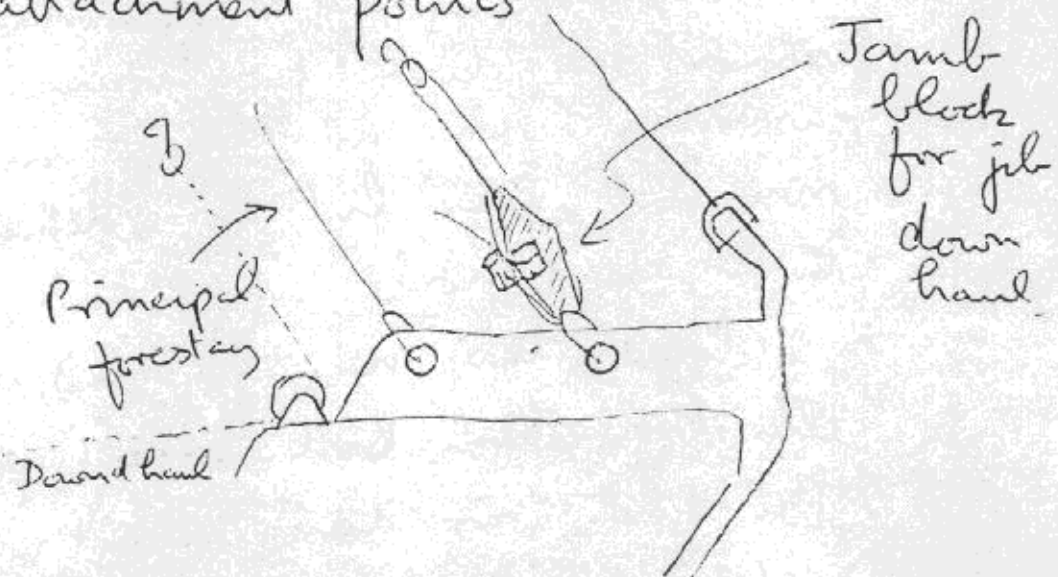
500 sq feet all the way and still only averaged 79 miles a day. I know Watermaiden is not slow (I once logged 150 miles in a 26 hr period) however I think remaining the mizzen mast has slowed her down for beam & quartering winds. I was not able to increase mainsail area but this definitely needs to be done now.

I tried two new (for me) ideas on this trip which both worked perfectly. The first was doing away with the side by side twin forestays and replacing them with two fore and aft separated 6 to 7 inches. Each has its own attachment point on masthead & stem head. I used the spinnaker block fitting provisionally at the mast head.



My halliards, one each side are shown at A.

At the bottom end I've designed  
the stem tangs to give in-line  
attachment points



Each stay can be kept well taut.  
Two down hauls, each with a  
jamb block, have served me well  
for years. Watermaiden has no winches  
(except sheet winches)

This system has shown<sup>n</sup> no  
fault so far and the positive  
aspect is that short tacking is



done on the aft<sup>4</sup> stay and you do not get the twisting & cross over effect which occurs with side by side forestays.

The other modification, quite standard which I used on the Nicholson, was to ~~use~~ put two tracks on the foreside of the mast to store the poles, pushed up, when not in use. The other ends rest on a chock at the toe rail. It sits (the pole) parallel to the lower shroud and about an inch ahead.

Unfortunately the height of the lower X-trees limits the length of pole you can use. I could have easily done with 18" to 2' more. The ideal is a telescopic pole but whether the expense is justified I'm doubtful. I use a topping lift, foreguy, and afterguy. I find that this way if a sudden squall comes along for a

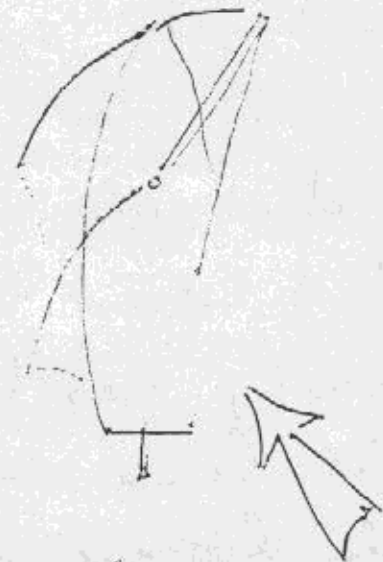
progressive wind<sup>s</sup> shift necessitating dousing the sail she can be let fly & dropped, keeping the pole in place for when conditions return to normal.

I recall sailing several hundred miles with the pole set like this waiting for the wind to shift back & finally having to take it in for safety reasons (getting the end in the water) when a gale arrived.

Well this new arrangement, with two aluminum (perish the thought) poles has transformed down wind sailing, and pole handling is a joy and controllable at last.

I don't know if you have come across the idea (it's not unknown for me to be the last to find something out for the first time) of poling out a small sail to windward when you have a quartering wind & sea.

Using the Aries<sup>e</sup> self steering gear gives you a perfect opportunity to study sail balance and you can see immediately if it is struggling. With quartering winds and seas there is a tendency to pull up continually to windward. The following set up, with perhaps one or two reefs in the main (determined in the light of experience) I have found works well. There



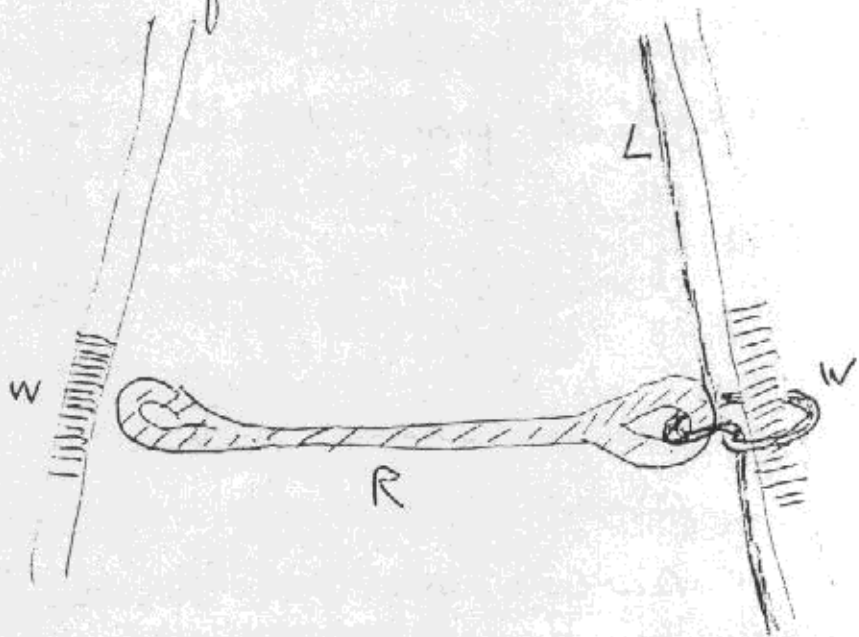
seems to be enough push into the windward jib, which need only be half the size of the other, to keep



things balanced. I notice that when set up correctly the tiller oscillates again about the mid position. I use this whenever I have a quartering wind and have found that if the wind moves forward the action of the small jib is to channel the wind around the back of the main & still keep both jibs drawing so the small windward jib can be kept flying almost with the wind abeam.

One other job in an idle moment of which I appear to have a good supply at present, was to put rattlines up to the lower X-trees. I had been casually looking at a schooner docked in the canal and saw how simply they had done it

I modified the <sup>8</sup> idea slightly but the whole job was done with line I already had on board. Basically it was done as follows



W is marline whipping to prevent chafe on wire

R is ratline of appropriate three strand with an eye spliced each end.

L is a light line from the top which secures each ratline & prevents it slipping down. It could be seized to

the shroud for greater security but I did not find it necessary.

I must say it facilitates elevating ones position in life and I think what prompted me to set it up was that a few days before I had decided to drop the mainsail in a light air (in the dark) to get some sleep when a loose track slide got hung up on a projecting screw in the track. Two faults together were needed and there they were. Luckily it was just above the lower X-trees & not at the masthead.

I was obliged to shun up with screw driver and torch to free it. I was just thankful that it had not been the onset of a gale, etc etc.

Well I shall leave Road Town in a few days and if last year's trip



is repeated I<sup>10</sup> should have some fair winds a lot of the way to Florida.

The port of entry is Port Canaveral. (You can watch the space shuttle take off from the marina - although last year I fell asleep and missed it!)

This is a big port with easy entrance and a lock leading into the Intra-Coastal Waterway, my ultimate destination. More of that later.

I was hoping that I might bump into Dan on ROMADI. It would be interesting to see two sister ships in the IntraCoastal, a great tribute to the popularity and versatility of THB's designs. Watermaiden may be up for sale next year as I feel inclined to get back to a larger yacht where I can carry crew again.

If I had a firm buyer in UK I would bring her back. If not I would sell in USA - As you can imagine she is set up for ocean sailing and as she is at present I could foresee years of trouble free sailing for any prospective purchaser. Anyone interested in details can feel free to contact me at the Florida address.

Well I wish you & all the members a good Xmas & New Year.

Regards  
L. Smith

P.S. A purchaser in UK will have a boat in the US.  
whereas a purchaser in the US will have a wicker mast and 1/2 ton of lead in the UK.  
The pleasures of travel.

LIKES AND DISLIKES

Peter Hemmingway

Mostly I Don't like sailing!

I like boats and the older generation of designers and craftsmen who created them . . . but not sailing!

Standing in the cockpit of *Peradventure* in the pouring rain, looking like a medieval knight as my stiff yellow oilies streamed water, weaving an erratic course across the Wash confirmed my in my opinion.

I don't much like the Wash either!

It is featureless, monstrous and unpredictable and nobody that I know of has calculated the tidal streams properly. However, it is the only way I know of sailing to Maldon where I was attempting to attend my first *Albert Strange Association* A.G.M. After 24 hours or so the rain stopped, the wind went light and swung into the South East. It took a further 12 hours of thinking of ways of collecting the insurance before I reached Lowestoft.

The next day brought sun and a fresh Westerly breeze. As the Suffolk coast sped past I considered what a glorious thing it was to sail a taut little ship at near hull speed on a broad reach in the sunshine. There is usually a price to be paid for such rapture and trickling up to the mooring at Pin Mill with the engine in neutral "just in case" the gear lever sheared just as the wind died.

Light winds and more rain carried me into the Colne in the early hours of a pitch black Saturday morning but daylight brought me a very fresh North Easter which blasted me into the Blackwater. It also blasted me rather too quickly into Heybridge



Basin where I had chosen to stop over. Some frantic work with a storm warp brought me up without completely demolishing the boat ahead and I was soon moved alongside a couple of Vertues.

The last time I was in Heybridge basin was some 25 years earlier. I was fairly new to sailing and had brought in my miniature tumlane *Demeter* which had an old seagull outboard bolted on to her quarter. This had no reverse gear and combined with a rudder that hung nearer to the horizontal than the vertical gave her the turning circle of a supertanker. The consequence on that occasion was that I rammed a steel lightet which resulted in minor modifications to the bow. She was a splendid little boat if a trifle wet and had cost me some 625 pounds including a close coupled 4 wheel trailer. She had about eighteen inches of freeboard and a self-draining cockpit the size of a bucket. This was just as well because going to windward she resembled a midget submarine doing a crash dive. She was my first "proper" boat and like her many successors was pretty and well built and although she spent rather a lot of her time aground considering her modest draught, I loved her dearly and she introduced me to cruising the Thames estuary.

I like Maldon and Heybridge basin. They are friendly, unpretentious places with a pleasant, slightly run down quality. Colin, the lock keeper agreed to fix the gear lever and ran myself and crew into Maldon so that we were not above half an hour late for the start of the meeting.

It was a splendid weekend, what with meeting so many enthusiasts and sailing the beautiful yawls of Janine and Peter Clay. I was flattered too by the interest shown in *Peradventure*. Her teak brightwork and plush interior were much admired. For

those who do not know her, she is a 7 tonner to HB's Englyn design but with an extended coachroof. She was beautifully built in 1936 by Anderson Rigden and Perkins of Whitstable. I have owned her now for 5 years which is something of a record for me and she is to be seen chundering up and down the East coast from her base in Grimsby.

The return to Pin Mill some 3 weeks later was to provide some of those all too rare moments that make sailing worthwhile. Like creeping up the Colne against the last of the ebb in a dinghy breeze, dropping the hook and gazing with contented complacency at the boats aground on Colne point. Like an early morning departure in dressing gown and carpet slippers on a sun speckled broad reach while the crew snored on below. Not even running aground off Collimer point in my old stamping ground of the River Orwell could dampen the spirits and it was with real regret that I left *Peradventure* on a mooring to journey home by car.

Later in the season there would be a trip to France and near-disaster on my passage home. But that's another story . . .

Members will have received the following document when joining but I thought that a reminder would be interesting, particularly when coupled with the photograph of the first AGM below



Photograph of HBA first AGM held at High Point, Riverview road, Pangbourne on January 25th 1975.

Front row (left to right) Boyd and Desiree Campbell, the late Peter Rosser, Mary Goodhand, the late John Ives, Joan Ives, Ron Goodhand, Anthea Bunting (ex-member) Alan Havell (ex-Associate member), the late Edith Foster.

Back row (left to right) Eric and Val Marner (ex-members) Denis Murrin, the late Victor Doree, Trevor Cheesman, Mary Doree (ex-member), the late Bill Foster, Derek Bunting (ex-member)  
Joan had just married John Ives. Tragically, he died 13 months later.



IN THE BEGINNING .....

Boyd Campbell and Peter Mather met on the Guinness stand at the 1970 Boat Show and fell to discussing DAVINKA. Boyd wanted to find out about her design and Peter knew of an HB grandson in Wivenhoe - where Ruth and he then lived.

Nicholas Butler was approached by Peter and he suggested that his uncle, Rupert Butler, would probably be the best person to ask and Boyd was informed.

There was then a lapse of time and on 18th May, 1973 Boyd wrote to my brother Rupert who passed him on to me as I have looked after the designs and matters pertaining thereto since my father's death in 1945. Boyd wrote to me on May 31st, 1973 and I replied by telephone and we arranged that he and Desirée should come to my home so that plans and photographs could be consulted. This meeting was fixed for July 3rd and when they came we talked of many things concerning THB and we also touched on the idea of some sort of association and we agreed that it would be a good idea. We confirmed that DAVINKA's design was "Bogle".

Later that summer, Boyd and Desirée, in DAVINKA, met Trevor Cheesman in DINDY, in Plymouth and again, conversation drifted towards THB and an association and they told Trevor about our meeting in July.

Meanwhile, things were stirring on the Hamble River, as Ron Goodhand describes: 'It was all very slow in starting. For some considerable time, that is, from about 1971, there had been desultory conversations between sometimes two, sometimes three, sometimes four or five of us, all owners of Harrison Butler designed boats. The five were: myself (the owner of CRUINNEAG), the late Peter Rosser (CORA A), Trevor Cheesman (DINDY), Denis Murrin (MINION) and the late Dan Bowen (ROMADI). Our boats were all moored in the same locality on the Hamble River and of course we bumped into each other - not physically!

'The conception of the Association can be said to have happened aboard CORA A one evening when Peter Rosser, Trevor Cheesman and I were talking of this and that - 'Shoes and ships and sealing-wax' - that sort of thing and, inevitably, the conversation focussed onto one subject: some sort of society, club, association - call it what you will - for owners of boats designed by Doctor T. Harrison Butler: something easy, informal.

'This meeting must have been the "trigger" for both Peter and myself because the next issue of the Yachting Monthly, November 1973, carried copies of letters from both of us to the Editor of that illustrious magazine suggesting a loose confederation of HB owners. (Incidentally, there was no collusion between Peter and me: we both wrote independently and unknown to each other).

'Whether my letter was more convincing, my address shorter or, perhaps because I volunteered to act as Hon. Sec. until more specific arrangements could be made I don't know, but, almost immediately, I was swamped with letters from all over the UK - later, from all parts of the world - clamouring enthusiastically for a coming together of like souls. For my pains, I was Honorary Secretary and Newsletter Editor for the first nine years and Mary was Honorary Treasurer.'

In course of conversation, Trevor had mentioned his meeting with Boyd and Desirée in Plymouth and that they had met me and on 12th November 1973, Ron wrote to Boyd to ask him to seek my reaction to an invitation to become President, should an association be formed. Accordingly, Boyd wrote to me on November 16th to ask me to consider an invitation in that vein.

Being the youngest of the Butler siblings I thought it right to consult my surviving brother and my two sisters (now, sadly, all dead) before writing on November 20th to both Boyd and Ron (Mr Campbell and Mr Goodhand in those days) to thank them for the very flattering suggestion and saying that I should consider it an honour to be President of an association so dear to my heart. I also enclosed a sketch to each of a design for our burgee and this was the one which was adopted - and later, for our tie.

Correspondence with Ron ensued and before the year ended he and Mary came to see me at High Point and we discussed very many things such as, the name of the Association, who should be eligible for membership, where we should hold meetings. In fact, many preliminary details were discussed and they were formalized at the first General Meeting which was held at High Point, Pangbourne, on January 25th 1975, when we drew up our Constitution - which has since been amended several times.

In 1974 we held two Meets: on June 1st/2nd in the Medina River off the Folly Inn and on July 26th/28th at St Mawes, with tea at The Crag on the Saturday.

Ron produced the first Newsletter in the Spring of 1974 and continued to do so until 1982 when Peter Mather became Honorary Editor and I took over as Hon. Secretary and Janet Band as Hon. Treasurer.

The Yachting Monthly letters are reproduced at the conclusion of this account of the Association's beginnings and I'm sure it is true to say that it was Ron's initiative in offering to do the initial secretarial work which resulted in the Harrison Butler Association's existence today. He and Mary worked to launch it and keep it afloat in its early years and the momentum has been maintained.

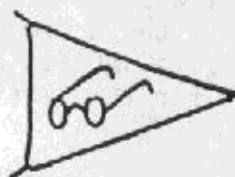
I think the above account explains why I referred, in the Summer Newsletter, to there having been several strands in the formation of the HBA and that Ron was the chief instigator. Perhaps I should have said the instigator.

O.J.J.B.

From the HBA Newsletter No. 28, Winter 1988

HARRISON BUTLER OWNERS'  
ASSOCIATION  
WANTED . . .

SIR,—This year, and I think tardily, scuttlebut along the Swanwick Shore says that in proper celebration of our Meta-centric Genius, the late 'Daddy' Harrison Butler, ophthalmic surgeon and father of all our Z4s, 6, 7 and 8 tonners, the Kham-sins and the Ardens, there should by now be an Association of Owners: a Mutual Admiration Society in fact. Small subscription, minimal rules, a biannual meet (or pride) of his masterworks. And a burgee. . . .



'Somebody,' they keep saying, 'should write to the YACHTING MONTHLY Editor about it and see what happens.'

Now somebody has to see what happens.

Hurstbourne Tarrant,  
Hants

PETER ROSSER  
Cutter *Leucor*

. . . INSTANT ANSWER

SIR,—Wherever I cruise in my Harrison Butler 6-tonner *Cruinnag* I meet other Harrison Butler owners. Quite rightly, we all seem extremely enthusiastic about our boats and their pedigrees.

I wonder if sufficient owners of HB-designed vessels would be interested in forming an association or club—something very informal with, say, a newsletter twice yearly and perhaps the odd meet or two. There are at least four of us on the Hamble who are sold on the idea, and I would be glad to act as a 'clearing house' until some sort of organisation is formed.

37 University Road,  
Highfield,  
Southampton

R GOODHAND

PUBLISHING HB

David Burnett

Ignorance, they say, is bliss. It certainly helps when you publish books for a living. If you know nothing about a subject, you are forced to rely on the advice of experts. When the subject is HB, the advice comes fairly heavy and the terminology is mind-blowing.

My brother the Falmouth chandler started it. On a rare visit to London, a place he detests, he surveyed my programme of books. A beady look came into his eye. I've seen that look before, when he is at the helm of Redwing and somebody screws things up for'ard, or calls a sheet a rope.

"What is the point of all this stuff?" he demanded. "There's nothing here about boats! You ought to do something worthwhile for a change and republish HB."

"HB?"

"A very great man. Harrison Butler. He designed lovely boats and wrote a book about it. You should publish a new edition. Talk to Edward. He's in touch with Joan."

Edward is my nephew. When it comes to boat business, he is a genius (you can read his account of restoring the terminally redundant Ibis in the last issue). I talked to him. Not long afterwards I was invited to Theale.

Joan may not have realised that I cannot tell port from starboard, but she was very nice to me and served a terrific lunch. Cruising Yachts was taken from its shelf afterwards and it looked rather daunting. There were no pictures except plans and a frontispiece photo of a burly man at the helm of a sailing craft. Something about the rake of his cap (which seemed too small) and the steel-rimmed spectacles jammed amidships in his large face endeared HB to me. I knew that I was going to enjoy the publishing of his new edition.

We talked over the problems. I thought that we should include some photographs. Were there any? Joan leapt up and rummaged in a cupboard. She produced tattered albums bulging with old snaps. There was Sandook and the elegant craft of a shell-fisher in the Moluccas photographed by HB before World War One. Vindilis was there, anchored in a lonely creek, and La Bonne, at full gallop, sporting enough sails to frighten a Chinese laundry, and some Falmouth quay punts and Rose of Arden and Askadil, and an action photo of Mrs HB in a hat and prudent macintosh, smashing a magnum against the shapely prow of Zingara at her launching long ago.



It was treasure trove all right - but even more impressive was Joan herself. Her knowledge astounded me. At the mention of any HB boat, however old or obscure, she would click into action. "Prunella? Yes, she sank in Hong Kong in 1953. One of our losses. She was Yonne, of course, but her mast was re-stepped in Guernsey and after that she was too high on her marks." Sometimes Joan's medical background would surface. She referred to a drastic condition requiring Metacentric Dialysis, and on occasion she ventured into the realms of higher metaphysics: "You see," she explained, "every Z. 4-tonner is a Zyklon, but not every Zyklon is a Z. 4-tonner." Of course not. Simple, really.

I was dazzled by her erudition. Clearly, in all matters relating to the book, I should keep quiet and leave it to the experts.

Later, I received an invitation to the AGM. Before the meeting I rehearsed a few handy phrases so as not to embarrass my brother and nephew, who were also attending. I thought it might help if I were able to throw casually into any conversation something about weather helm or quarter knees, and I tried to grasp the importance of ballast in case it cropped up. The reality was much more difficult. Joan's sitting room was crammed with sailors. They were a jolly group and talked as if they had left their loud-hailers on deck and a tricky Nor' Wester was blowing up. In the middle of one especially animated discussion, there came a sudden, deadly hush. I heard Joan say: "I'm sorry, but she's crank." There was a ghastly pause. Then she went on, "Or conceivably, bogle."

There was a further dreadful silence, such as might follow a gybe perpetrated by one's mother-in-law, and then various hesitant mumblings as the shocked sailors recovered their sang froid.

The AGM ended and I still do not know, and dare not ask, what bogle is. (I did learn a useful nautical term, though. Apparently, 'bilge-rat' refers to a member who has not paid his subscription.) My exposure to the yachting world has left me not much the wiser, but even an ignoramus can see that an HB boat is special. It is somehow right, like the Spitfire fighter plane is right, or the Nissan Micra.

In publishing a new edition of Cruising Yachts, with new plans and photos added, plus a piece by Joan and another by Ian Howlett, I hope to make a small contribution to the furtherance of this 'rightness' which HB understood so well, and which his work so splendidly affirms.

\* \* \*

CRUISING YACHTS: DESIGN AND PERFORMANCE by T. Harrison Butler, with a Preface by Ian Howlett and a biographical portrait of her father by Joan Jardine Brown is published in January 1995 by Excellent Press, 103 Lonsdale Rd, Barnes, London SW13 9DA. Price: £16.95. Special Member's price: £15.00 post free. Please give your credit card no. and expiry date or send a cheque payable to Excellent Press.

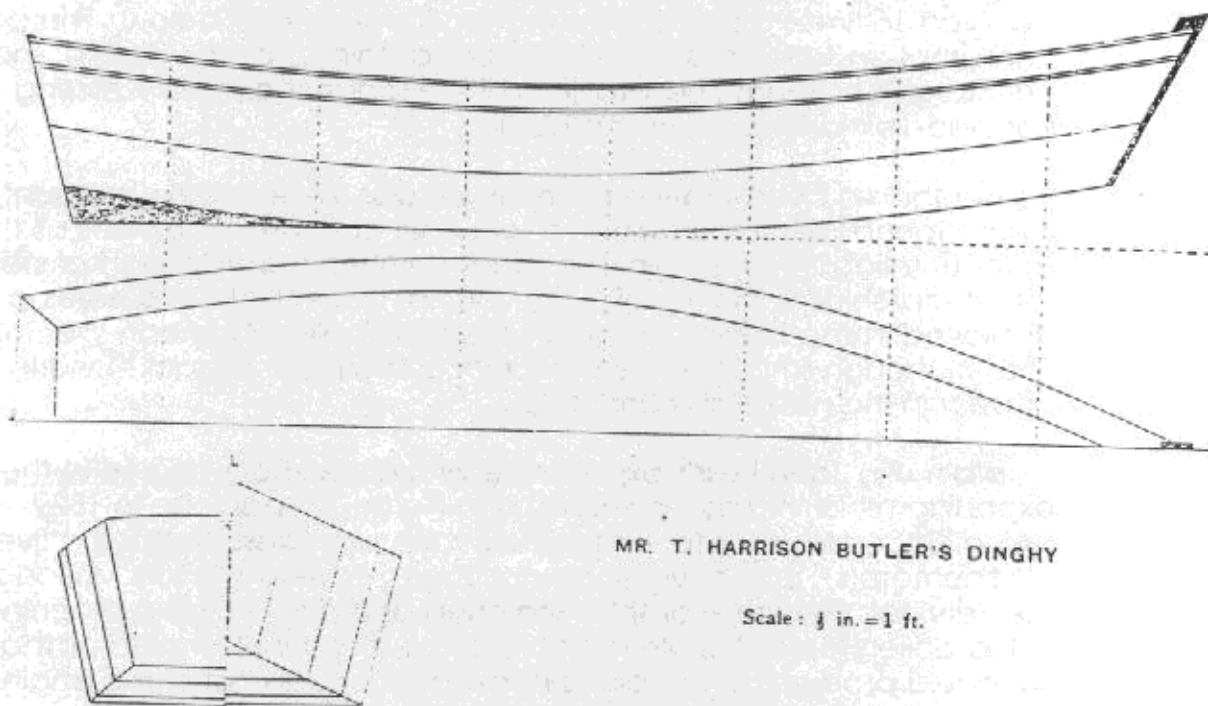
## THE DINGHY PROBLEM.

SIR,—Most small cruisers tow their dinghies. This seems to be the only way to deal with the tender, for the folding patterns are not really satisfactory. Granting then that the dinghy is to be rowed, it would seem reasonable that she should be designed for

towing. The short dumpy boat generally chosen is a bad follower, and there is no valid reason for employing it. A longer dinghy will tow more easily, and for the same beam possesses greater stability than the shorter, in fact for the same sections the initial stability is proportional to the distance

infrequently lose their dinghies. Fitted with a dagger plate and a small sail she will sail well, and she is eminently suited to the outboard motor. The boat would pull better than the chubby type. The length overall is 12 feet, and the beam 3 feet 6 inches.

T. HARRISON BUTLER.



MR. T. HARRISON BUTLER'S DINGHY

Scale:  $\frac{1}{2}$  in. = 1 ft.

they are spaced out. Recently I saw in a sweet-shop some model boats which at once struck me as being superior in design to the usual child's boat. I expended eightpence and brought the craft home for study. It was of Japanese build, and is, I feel sure, an exact model of some local craft. It seems so very suitable for a dinghy that I have transferred the lines to paper. I have made a very slight alteration to make the angle of the sides the same all along. This will simplify the construction considerably, for the angle of the chine timber will be the same throughout the length, and can be run with a jack plane.

If lightly built I think that we have here an ideal dinghy for a small yacht. She will be easy to construct and cheap. The latter factor is important, for small yachts not

## "NEVER TRUST A MARINE ENGINE"

Words of wisdom from our President, though perhaps she would admit that, since the arrival on the yachting scene of small diesels and Japanese outboards, there has been a change for the better. The early commercial steam engines certainly engendered more problems than they solved.

The first passenger steamer in Europe was the 28 ton *Comet*, operating on the Clyde from 1812. The first to cross an ocean (1819) was the American wooden paddle ship *Savannah*, whose funnel was fitted with an elbow to prevent the smoke staining the sails. Her engine operated at a pressure of 11lb per sq. in. and the paddles revolved 16 times a minute, faster than the *Victory's*, below. The coal consumption was considered by her captain to be excessive, "no cole to git up steam", he wrote, and she made the return crossing with her paddles lashed down on deck.

Rather than a conservative Admiralty, it was the excessive amount of space taken up by the coal in these early steamships, as well as the sheer unreliability of the engines, that delayed the adoption of steam for capital ships in the Royal Navy, the first steam battle fleet being deployed in the Baltic campaign of the so-called Crimean War in 1854-6, though small steamships for local towing and packet work appear in the naval lists from 1828.

Captain (Sir) John Ross's experience with an auxiliary engine in the expedition ship *Victory*, in search of a Northwest passage in 1829 (using lunar distances for longitude by the way, despite having five chronometers), can have done nothing to endear this innovation to the Service. He wrote of this "wretched and discreditable machinery ... the boilers leaked ... eleven revolutions (per minute) were all that we could produce ... the pipes choked with coal dust ... the engine was not merely useless, it was a serious encumbrance since it occupied, with its fuel, two thirds of our tonnage in weight and measurement". In the end, when beset in the ice on 19 October 1829, he had the engine taken out of the ship. With evident relief, he wrote "there was not one of us who did not hail this event with pleasure ... there was not one present who ever again wished to see even its minutest fragment ... in future our ship was to be a sailing vessel, and nothing more".

Eventually, Captain Ross abandoned the ship as well, he and his crew being rescued from the ice on 26 August 1833 by a whaling ship, the *Isabella* of Hull, which, by an extraordinary coincidence, he had once commanded himself. But that is another story.

P.W. Hasler



*Editor's Notes*

Many thanks to all contributors. A happy new year to all.  
The deadline for the next issue will be 1st July 1995.

I am asked to remind anyone who has not paid to contact the Hon Treasurer immediately if not sooner. He also has for sale ties (£6), Large Burgees (£8) and small Burgees (£5).

Paul Crowman has sent us an advertisement for his Classic Yacht Brokerage. Anyone interested should make contact at "Shalimar", Wheatfield Avenue, Worcester WR5 3HA. Tel:0905 356482.

Boats For Sale

*Myfanwy* Bogle design

Apply Keith Towne

*Tradewind*

Contact Phil Gordon c/o  
4, Maytree Close, Coates,  
Cirencester GL7 6NQ

*Free Spirit* Philesia Design 3.6 tons

Partially restored

Apply John Paton

*Saltwind*

Zyklon

Z4, new diesel

Apply Roland Dowling

Andante II Norman Dallimore Design Apply John Lesh

10 ton cutter

Selamat Dream of Arden Ken Gregson

6 Belfor Flats

17 Bastion St

Senglia

Malta

This Yacht was built in Malaysia in 1948. It has built up topsides. a teak hull, all original interior panelling and a Stuart Turner 10 h.p. engine. In very good condition she is lying at Porto cervo, Sardinia.

£12,000

Wanted

Z4 or other HB in thoroughly sound condition free from primitive alterations or additions. Good sails and engine essential but lavish inventory not a major consideration. Contact Peter Mather 0394 387072

