

The Summers & Payne story spans many decades and, in the second of a two-  
Payne and his son Arthur Edward Payne junior, the last in the line of a remarkable

# Paynes: Solent

FOUNDED BY ALFRED Payne in 1845, the Payne yard in Southampton designed and built some of the most beautiful yachts ever to grace the Solent. But the story didn't end with Alfred. His son John was the next to take up the designer's pen, to be followed in the 1880s by his younger brother Arthur Edward Payne (AEP). Throughout the rest of the 19th century, AEP was responsible for many fine craft, both large and small.

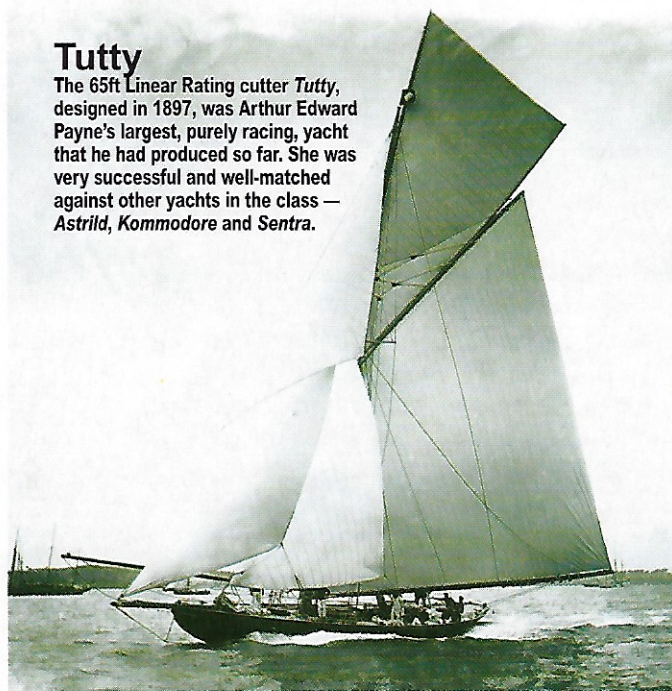
We take up the story late in 1897 when AEP received the order to design his largest, purely racing, yacht, the 65ft (19.8m) Linear Rating cutter, *Tutty*, for the German Carl Von Siemens. She was 78ft length overall, 59ft 3in on the waterline, with a 15ft 10in beam and 12ft draught (23.8 x 18.1 x 4.6 x 3.7m). *Tutty* was launched the following spring and sailed in a short-lived class which included the Fife *Senta* and *Isolde*, Watson's *Astrild* and the German yacht *Kommodore*.

All were well matched and shared the prizes, and it was proof enough to inspire J Orr-Ewing to order *Eelin* by AEP in 1899. But she was not a success in the class, despite good handling. *Tutty* did do well in 1901, however, when PM Inglis ordered a rival 65-footer (19.8m) to the design of C Herreshoff, a nephew of NG Herreshoff. She showed speed in light winds but was beaten repeatedly by *Tutty*, then owned by W Connell.

AEP designed the 49ft 6in (15.1m) LWL cutter *Gloria* in 1898, for TH Lambert to challenge *Esterel* — the French fin and bulb yacht — in the *Coup de France*. *Esterel* won the first race and *Gloria* the following two. In the last race *Gloria* won the Cup by 15 seconds. AEP also designed her successor, *Laurea*, which successfully defended the Cup in 1899 and 1900.

## Tutty

The 65ft Linear Rating cutter *Tutty*, designed in 1897, was Arthur Edward Payne's largest, purely racing, yacht that he had produced so far. She was very successful and well-matched against other yachts in the class — *Astrild*, *Kommodore* and *Sentra*.

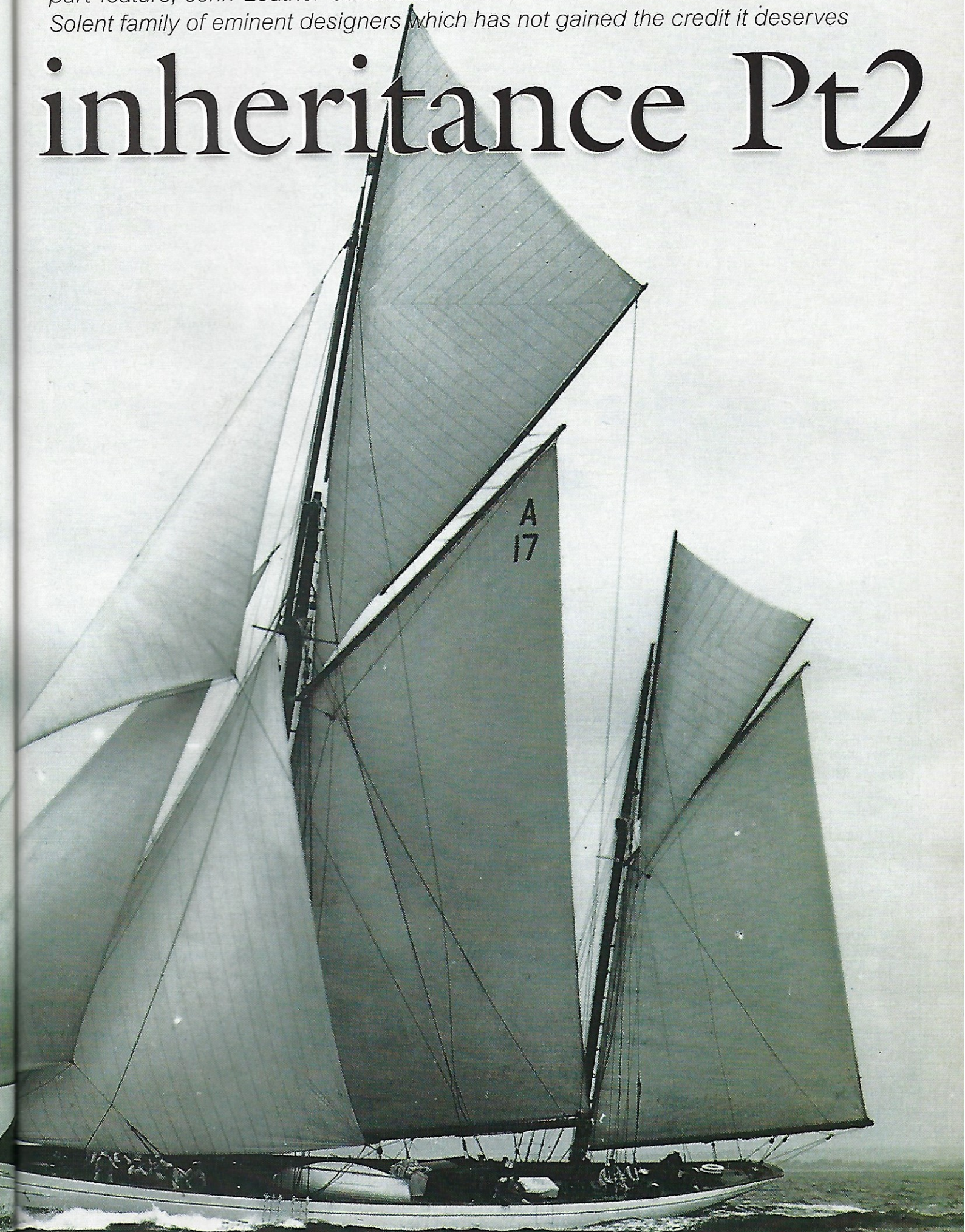


## Cariad II

*Cariad II* in 1926. The Earl of Dunraven, who had previously owned the ketch *Cariad*, commissioned *Cariad II* in 1902. Work on the yacht was ostensibly carried out by Arthur Edward Payne, despite his failing health. She was 109ft and proved to be as able and as versatile as *Cariad*. In 1908 she won the Vasco Da Gama Challenge Cup in Lisbon and then the King's Cup three times.

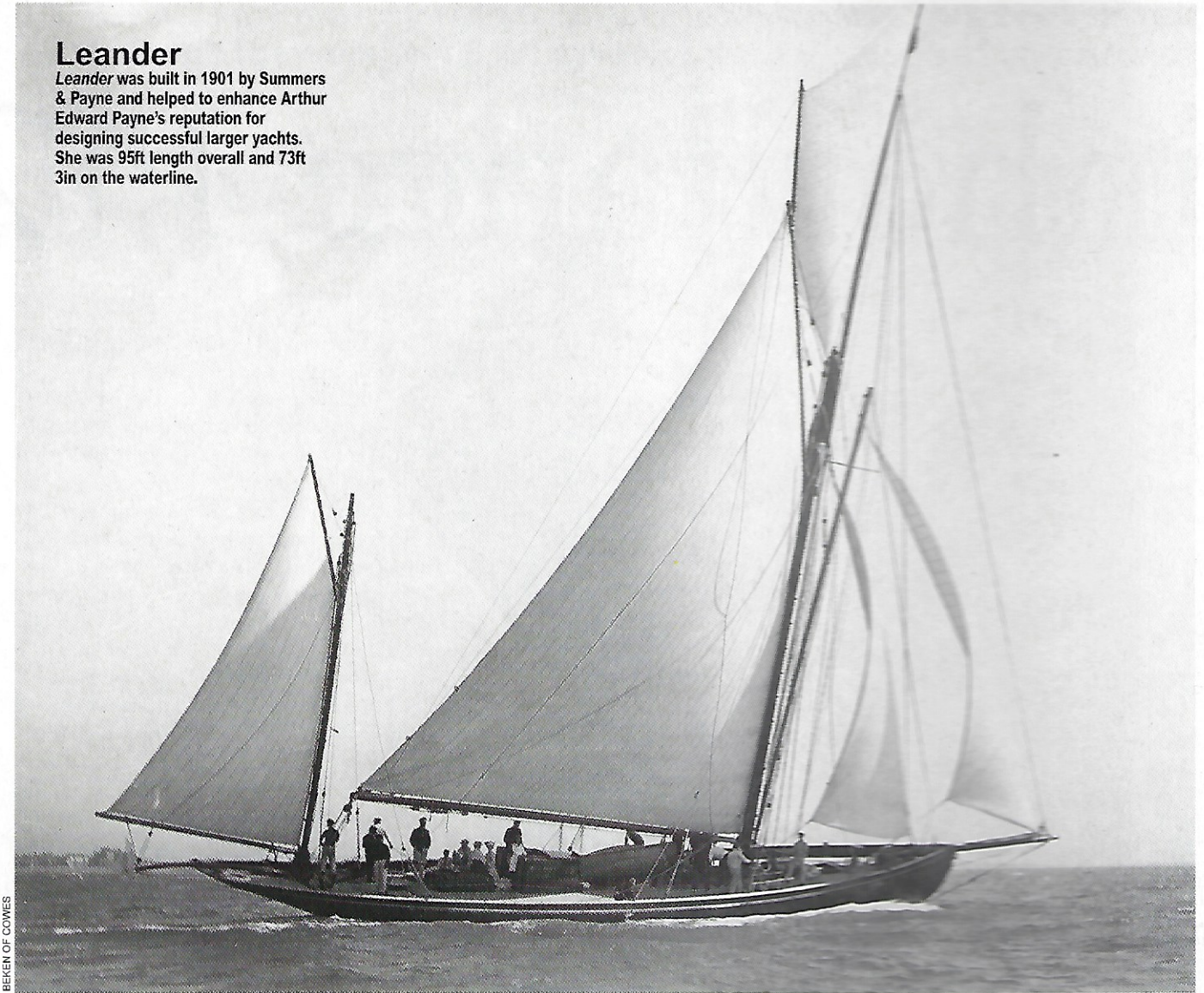
*part feature, John Leather continues his account of the work of Arthur Edward Solent family of eminent designers which has not gained the credit it deserves*

# inheritance Pt2



## Leander

*Leander* was built in 1901 by Summers & Payne and helped to enhance Arthur Edward Payne's reputation for designing successful larger yachts. She was 95ft length overall and 73ft 3in on the waterline.



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Rating rules have long affected the work of the designers of racing yachts. The 'Length and Sail Area' rule had been in place for almost ten years and had tremendously advanced the speed of racers when, in 1896, it was changed to increase the volume of displacement and prevent shallow depth of the hull body. The new rule formula expressed Linear Rating in feet, using principal hull dimensions and sail area as factors.

The most competitive class that resulted was the 52-footers (15.9m) for which AEP designed several yachts, starting with the *Penitent* in 1896. The *Penitent* won few prizes at first, but, she was later bought by William Burton, a brilliant amateur helmsman, and performed well redeeming some of AEP's pride.

The *Penitent's* dimensions were typical of these yachts; 71ft length overall, 48ft 2in on the waterline, 12ft 6in beam and 12ft draught (21.6 x 14.7 x 3.8 x 3.7m). Sail area was 3,061sqft (284m<sup>2</sup>). They were sailed by a skipper and seven hands, the owner usually being at the tiller when racing.

AEP's next successful 52-footer (15.9m) was the *Caprice* for Sir Henry Seymour King, which sailed well and won a Queen's Cup in the Thames matches in 1899. This ignited the owner's enthusiasm, and resulted in AEP's largest yacht design.

In 1900 AEP designed and built the 52ft (15.9m) *Balaena* for Scottish yachtsman Andrew Coats, but during building Coats went off to the Boer War and *Balaena* was laid up until his return.

William Burton ordered a new 52-footer from AEP in 1901 and the *Gauntlet* was launched to race the Fife-designed *Mag-*

*dalen*. She was joined by the Coats-owned *Balaena*, but neither Payne boat could match the *Magdalen*. Undeterred, both Burton and Coats ordered new 52-footers for 1902. Burton's *Lucida* was by William Fife, but Coats remained with Payne for the *Camellia*, which was the last 52-footer by AEP.

The Summers and Payne yard's reputation for designing and building comfortable and yet speedy cruisers was maintained by AEP, despite the demands of racing yacht design. My uncle, Jim Barnard, was captain of the 62ft (18.9m) cutter *Banba* which AEP designed in 1898. He would back her against any vessel in a gale and she could win a place in handicap racing.

The collapse of a sustained programme of racing with large class yachts after 1896 resulted in only intermittent building of a few large racers during the next ten years, but mixed classes of fast cruisers and racers of varying sizes competed on time allowance. It was a situation existing until the new International Rating classes began to be built after 1906, and led to opportunities for designers who would not usually be commissioned to design first-class racing yachts. AEP was among them and produced designs for several notable fast cruisers at the time.

The 69ft (21m) LWL cutter *Betty* was designed in 1897 for John Gretton as a fast cruiser of composite hull construction. She was built at Cowes by C Hansen & Sons. In 1900 the 92ft LOA, (28m) yawl *Bertha*, designed by AEP, was also placed with them. The same winter AEP designed the 85ft (25.9m) cruising ketch *Meriden*, built by Chambers & Colby at Lowestoft.

The success of the *Betty* led to AEP designing the yawl *Artemis* in 1900. She was 95ft LOA, 72ft 6in LWL, 16ft 7in on the beam, drew 12ft (29 x 22.1 x 4.9 x 3.7m) and set 5,138sqft (508.8m<sup>2</sup>) of sail. AEP received the commission in 1899 from WG Nicholson, who wanted a yacht for cruising and racing. She proved to be a good sea boat with a fair speed for handicap racing.

The success of the *Artemis* led Rupert Guinness to order the larger yawl *Leander* in 1901. She was a very attractive yacht, also built by Summers & Payne, at 95ft LOA, 73ft 3in LWL, 17ft 1in beam and drew 13ft (29 x 22.3 x 5.2 x 4m).

While many owners were bemoaning these racing cruisers, their crews were pleased to be sailing such seaworthy yachts, in contrast to the often wet and quirky large racers. The divided rig — yawl or sometimes ketch — made sail handling easier and more modest sail areas enabled reefing to be delayed.

While the *Leander* was being built in 1901, AEP received an order from Sir Henry Seymour King to design *Glory*, a racing cruising yawl of the largest size. This was to be Arthur Payne's greatest yacht: 125ft LOA, 93ft 6in LWL, 20ft 10in beam and drawing 13ft (38.1 x 28.5 x 6.4 x 4m). Sail area was 9,136sqft (848.7m<sup>2</sup>). She was given a clipper bow at the owner's request.

The *Glory* sometimes raced in the large handicap class and a typical race was in the Royal Yacht Squadron regatta at Cowes on 5 August 1902. The 153-ton yawl *Brynchild* won, with the

*Meteor* second, *Glory* third and AEP-designed *Leander* fourth. The *Glory* covered the 50-mile (80km) course in six hours, nine minutes and 59 seconds — an average speed of just over 8 knots.

In 1904 one of *Glory's* crew was lost overboard and the owner vowed that the yacht would not race again. She was sold to a Miss Kennedy and Miss Napier, who renamed her *Cassiopeia*.

The *Glory* was the high mark of AEP's career. He continued to receive many commissions to design yachts, including orders for new Linear Rating class boats. The 24ft (7.3m) LR class *Speedwell*, designed for a Miss Cox, was outstanding for several seasons. The *Maharanee*, owned by FL Carslake, was another success in this large competitive class. One of the many AEP designed for the class was the *Icipici*, raced successfully in Austro-Hungarian Yacht Squadron events in Pola.

Always delicate in health, Arthur Payne was warned by his doctor not to overwork. But, he continued to work hard. He also became interested in the then rapidly evolving motor launch and began to design for what would be a profitable source of work. AEP was ably backed by his draughtsman, George Cozens, who was quite capable of producing the design for a sailing yacht.

In the autumn of 1901 Arthur Payne suffered the onset of a worsening heart condition and thereafter took little interest in his career. It was a sad end to a life of endeavour and accomplishment and it was a serious blow to Summers & Payne.

## Glory

The crew of the *Glory*, built in 1901, regarded the 125ft length overall yawl as the finest yacht they were ever aboard. Her sail area of 9,136sqft was close to that of the a first class cutter, such as *Britannia*. *Glory* lived up to her name, and was the high-point of Arthur Edward Payne's career. She's seen sailing here in 1908.



Somehow design work was continued, presumably by Cozens. The 24ft (7.3m) Linear Rating *Duet* was designed and built in 1902 for the Solent racing sisters Mrs Schenley and Miss Cox.

In 1902 the 82ft (25m) yawl *Isola* was designed and built for Wilfred Comber and Norman Spencer as another of the fleet of handicap racer/cruisers which made a good record. The same year the Earl of Dunraven replaced his faithful cruiser with a new *Cariad* and the design was prepared ostensibly by AEP. The new 109ft (33m) ketch, *Cariad II*, proved as able as her predecessor and was even a trifle faster. The same year the *Cariad II* won Lisbon's Vasco Da Gama Challenge Cup. She won the King's Cup three times and proved the worth of the ketch rig in the 1912 Cowes Week race, sailing in wild weather against the schooners *Waterwitch*, *Meteor IV* and *Lamorna*, the cutter *White Heather* and the ketches *Corisande*, *Julnar* and *Cariad*.

Out by the Warner a squall swept the racers. Several schooners were in trouble and the giant *Meteor IV* became unmanageable, down by the head with her rudder almost emerged and her mainsheet fast under water, until her crew got her off the wind and she struggled back with water below decks. The *Cariad*, setting an unreefed mainsail, staysail, jib and mizzen, stormed home to win from the cut-down racing schooner *Lamorna* and the Fife *Valdora*. They were the only yachts to finish. Had AEP lived to see it it would have been a proud result.



### Betty

The fast cruiser *Betty* in 1911. She was designed by Arthur Edward Payne and owned by John Gretton. Gretton later ordered the 52ft *Eldred* from AEP.

Arthur Edward Payne died in September 1903, aged 45. At his death he had designed more than 160 craft — large racing and cruising sailing yachts, a few steam yachts, many smaller racers, motor cruisers, launches and fishing boats — most of which were designed between 1880 and 1902.

I would place AEP close behind George Watson and William Fife III in the design of contemporary middle-sized racing yachts and ahead of Joseph Soper. In the design of fast cruising and racing yachts AEP was equal to any of them, if not ahead as he very often was with smaller class racing yachts.

Arthur Edward Payne junior, hereinafter referred to as AEP2,

was young at the time of his father's death but determined to carry on the family's traditions. Unfortunately, his father's illness and consequent apathy towards his work caused design work at Summers & Payne to be largely carried on by their draughtsmen. Also, some yacht owners were apprehensive of his lack of experience. However, Summers & Payne did build some AEP2 designs, including the 36ft (11m) LWL cutter *Sheila*, built in 1905, the auxiliary yawl *White Kitten* of 1908 and the 13-ton cutter *Penelope*, launched in 1906.

The design of the 24ft (7.3m) Linear Rating class sloop *Jasmine* for leading Solent helmsman RT Dixon in 1905 stimulated AEP2's business. The following season's success of the 18ft (5.5m) LR *Bunnie* boosted his prospects, and the 36ft (11m) LR *Edie II* was also successful in 1905.

The introduction of the International Rating Rule after 1906 promised a fresh start in racing yacht design, and AEP2 received several commissions for it in the 5-, 6- and 8-Metre classes, which strengthened his co-operation with Summers & Payne. The 5-Metre *Emu*, designed for Mrs J Ismay, was the smallest of the international rating classes which were few in numbers.

In 1907 *Ythene* was designed to the 6-Metre IR class rule for C Rivett Carnac in an attempt to produce a craft useful for cruising as well as racing. In this she failed because of additional weight and the inferiority of her cutter rig, racing against sloops with lighter spars and rigging and no accommodation.

The 8-Metre International Rating Class cutter *Julnar*, launched in 1907, did little to enhance his reputation. However, the 6-Metres IRC *Hayo* and *Dorathia*, built by Summers & Payne to AEP2 designs in 1909 for Paul von Schoeller and Prince Philipp von Sachsen Coburg, were both successful in the class, which raced from Pola at the Austro-Hungarian Yacht Squadron.

Others of his designs were built in several small Southampton yards. The 26ft (7.9m) auxiliary sloop *Chorale*; the 25ft (7.6m) waterline auxiliary yawl (*The Girl*), and the auxiliary ketch *Blue Bird*.

AEP2 designed at the time when marine motors were newly accepted in yachts, and he designed various motor and auxiliary yachts.

For his own pleasure AEP2 owned the old 16ft (4.9m) fishing cutter *Carlew*, designed and built by a Mr Dodderell in 1880. But in 1907 he owned the 17ft (5.2m) waterline sloop *Mc Too*, built by HR Stevens Ltd. In 1908 AEP2 designed and built for

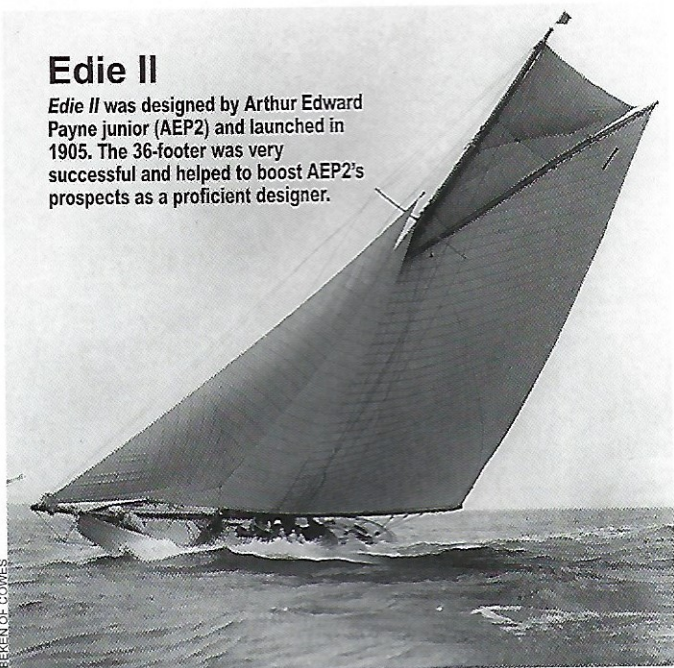
himself the 16ft (4.9m) centreplate sloop *Tup II*, the sail area of 136sqft (12.6m<sup>2</sup>) suggesting she was a dinghy.

The 25ft (7.6m) centreplate cutter *Scamp* was designed in 1907 and built by H Stevens Ltd for George Ratsey of the Cowes sailmakers, as a racing cruiser for the Solent, with 8ft 9in beam and 3ft 11in draught (2.7 x 1.2m). She won many races. AEP2 later designed a larger racing cruiser for Ratsey.

That same year AEP2 designed the 42ft 9in (13m) sloop *Adele* as a potential Canadian challenger for the Canada Cup on Lake Ontario. Two other challengers were designed in Britain, one by William Fife III, the other by Alfred Mylne. The *Adele*

## Edie II

*Edie II* was designed by Arthur Edward Payne junior (AEP2) and launched in 1905. The 36-footer was very successful and helped to boost AEP2's prospects as a proficient designer.



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was built by Summers & Payne. The three raced in trials and the *Adele* was beaten by the American sloop *Seneca*. However, Payne's pride that summer was restored by the success of the 24ft (7.3m) Linear Rating Class *Jasmine*.

AEP2 seems to have retained close relations with Summers & Payne until 1909, when he opened an office in Southampton, as an independent designer.

His most successful racer was the 1909 handicap class cutter *Minna Dhu*, a 30ft (9.1m) LWL beauty which won many prizes. Under 1,083sqft (100.6m<sup>2</sup>) of sail, the yacht looked perfect.

## Jasmine

*Jasmine*, designed for Solent helmsman RT Dixon in 1905 was a 24ft Linear Rating class sloop. She had a very successful racing career.

In 1910 AEP2 was commissioned to design the 6-Metre *Fury* for John Little, of Brighton, and his brother. She was built by H Gale & Son at Cowes at a cost of £240. When completed she failed to measure to the class rating rule without alteration to the lead ballast keel and some other features. Reduced ballast made her heel easily and the owner stated that in a breeze she laid flat. The *Fury* raced unsuccessfully 15 times, it was claimed, winning only one prize, when she was the only starter. The owners refused to pay AEP2 his design fee of 16 guineas, plus £15-19 6d for making visits to the builders during construction. When AEP2 sued for these amounts the owners counter claimed for loss and Payne lost. His reputation as a racing yacht designer was thus further damaged.

However, by 1913, encouraged by the continuing expansion of yachting, AEP2 also opened an office in London's Oxford Street. Unfortunately, the number of design commissions secured never matched his ambitions. By 1914, AEP2 had designed 47 yachts of sizes up to the 20-ton cutter *Hardy* (CB150), his largest design. She was 49ft overall, with 11ft beam and the easy draught of 6ft 3in (14.9 x 3.4 x 1.9m). She was built in 1910 for HJ Barrett of West-cliff, Essex, by Summers & Payne.

I have not yet discovered how the professional or personal life of Arthur Payne junior ended, but the firm of Summers & Payne continued in business into the 1920s, retaining strong interest in yacht repair and refitting and in the building of small motor craft.



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