

2021 AGM Minutes Appendix 5

The Friends of Raymond Maintenance Report to AGM 14 March 2021

During the winter of 2019 both Raymond and Nutfield were sheeted over; Raymond being covered with her own cloths while Nutfield had her own side cloths and polytarps were used in place of the original top cloths. For the outlay of under £20 these worked quite well and reduced the amount of water taken in and consequently the pumping out requirements, by around 90%.

During the first lockdown, a new set of steps for accessing Raymond's hold were made with a handrails which can be fitted on either side of the steps and suit which side the boat is moored.

In autumn 2020, Nutfield had an oil and filter change, ready for the Narrow Boat Trust coal run. This showed up that the fuel lift pump was worn out and unable to prime the system. With the help of Jonno at Union Canal Carriers we were able to bodge the pump and keep it running for the coal run. We now have a new lift pump ready to be fitted when Nutfield comes back to Braunston. My thanks to Jonno and U.C.C. for their help with this.

Whilst away with NBT on the coal run, the headlight post was damaged in an argument with a K&A swing bridge. This damage has been repaired and the headlight re-mounted by the NBT. They have also fitted a new automatic bilge pump to Nutfield and improved the electrical system in the engine room for us. Many thanks to Howard and the NBT team for these improvement works.

Over this last winter Raymond was again sheeted up and has taken in a relatively small amount of water. Water from the hatch drains collects just in from of the cabin and there are slight leaks below water line on both sides of the bow but the work that Ade Polglaze did to the scarf joint on the right side at the front of the cabin seems to have worked. After a couple of months back in on the mooring, the trickle which had been coming in through that area seems to have ceased. I have checked and pumped Raymond out at fairly regular intervals over the winter and on only one occasion have found water up to the shuts in the bow. That was after a particularly heavy spell of rainfall.

Unfortunately, as Nutfield was subjected to lockdown at Alvecote over the winter, only the side cloths were rigged (the polytarps having been left on Raymond) and she accumulated quite a lot of water. My thanks go to Chris Jones, who took on the task of regularly checking and pumping out the boat for us and also running the engine to charge the battery.

We now have a new automatic bilge pump ready to be fitted in Raymond and we have bought two "smart" battery chargers to keep both boat's batteries topped up when they are left at the mooring. I also have a second-hand engine starter battery which can be used in one of the boats to run a pump if required.

A new pigeon box lid for Nutfield is "work in progress". I had hoped to have completed this before now but have been plagued with challenges of damp causing the timber to warp in my garage during the winter months.

Raymond's 'elum' was taken to Tradline last autumn for new ropework to be made. This is now ready to be fitted but before we have it put on we need to repaint the rudder stock. This ideally needs drier weather before it can sensibly be done.

Both boats are in need of attention to the paintwork, some of which is in a poor state after this length of inactivity.

Norman Townsend
Maintenance Manager