

2022 AGM Minutes Appendix 5

Friends of Raymond Annual General Meeting. Boat Maintenance Report; January 2022.

With regard to Raymond:-

Over the winter of 2020-21 Raymond's 'elum' was unshipped and taken to Tradline's premises where it was subsequently rubbed down and repainted. In spring 2021 it was refitted and new ropework was fitted to it by Tradline. Our thanks to them for their excellent work as always.

In June the boats were cleaned and brought round to the arm and our sales stall operated from within Raymond. To facilitate this, the boat was retrimmed to have the right side slightly lower in the water. She was then put back on her mooring, still trimmed down to the right.

Roughly a week later, following a heavy rainstorm, we were informed that Raymond was sinking. A certain degree of panic ensued and I dashed over to see if we still had a boat. I found Raymond listing heavily to the right with over a foot of water on the deeper side throughout her length. In comparison, Nutfield, which had taken a similar volume of rainwater into the hold, had about 4 inches above the shutts at the back end only. This rather suggested that Raymond had indeed sprung a leak.

After pumping both boats out, Raymond was retrimmed with the left side lower than the right and left for a few days to see what happened. Fortunately this seemed to work and she stopped taking in so much water. A work party was held to try to find the source of the leak and we decided that it must be at the seam above the first plank up, which is approximately at the unladen waterline: and in the area roughly below the cabin porthole,.

This event precipitated an emergency docking which happened during the last week of August. Nick Lake arranged for Rex Wain and his assistant, Paul Graves, from Brinklow Boat Services, to come over and examine the hull. This they did and they were able to report that the hull bottom is still in fairly good condition. The side planking does have some issues but is mainly serviceable. There are some areas of more serious rot in the top bends and in both stem and stern posts. Rex agreed with our thoughts as to where the leak had occurred and he and Paul then proceeded to remove several lengths of caulking, mainly concentrating along the lowest seam on the right side of the cabin, which they completely re-caulked and re-tarred for over twenty feet.

Whilst Raymond was in dry dock, the following jobs were also undertaken by members:-

- 1) All remaining water was removed from inside the hull.
- 2) Shutts were removed and treated with preservative.
- 3) Bottom planks were scraped clean.
- 4) The entire hull outside was cleaned, scraped and two coats of blacking were applied.
- 5) The gunnels were cleaned, scraped and sanded; some areas were filled and the whole repainted in black.
- 6) The cabin roof and side panels were rubbed down and varnished and the handgrip repainted.
- 7) The cabin slide was taken off, repaired, repainted and refitted.
- 8) The insides of the hold sheerings were repainted.
- 9) The cabin floor was cleaned, rubbed down and repainted.
- 10) We also gouged out, filled and repainted some of the rot from the stem post and adjacent top bend.

In Raymond's cabin, due to movement in the timbers, the bed cupboard was not dropping down into its correct position and so, rather than trimming wood away, I attempted to correct this by wedging timbers across the boat between the side bed and the cupboard structures. This has slowly moved the two sides apart and eventually, the bed board did drop down into place, albeit rather more tightly than should be. This is likely to be an ongoing situation as the timbers move season to season.

Sticking drawers and doors were eased and bare timber sealed, to try to prevent them swelling and binding again.

I am very pleased to be able to report that since Raymond has returned to her mooring, there seems to have been no leakage at all from the bottom seam, or indeed from any other areas of the hull. This must endorse the value of employing experienced professional help.

We have since installed automatic bilge pumps on both sides of Raymond's keelson, placed just in front of the cabin to remove leakage and rainwater. These are powered by a heavy duty battery kept inside the cabin.

In December, Raymond was clothed up for the winter; however we do need to consider obtaining new cloths for her as soon as funds allow, as those which we have at present are now in rather a poor state. Nonetheless they still manage to keep out probably 95 per cent of the rain which reduces the need to pump out.

Looking ahead, more work will be required to the top bends, stem and stern posts and some sections of the gunnels to remove rotten material and replace with sound timber.

Both foredeck and sterndeck will soon need repairs and repainting to be done.

The foredeck hatch has warped since it was made eighteen months ago and does not now sit down correctly on the deck so may need to be rebuilt.

We are now planning to replace the Epping stove and fit a new stovepipe so that any crew who stay on board can heat the cabin, boil a kettle and cook if necessary. This will also help to make the cabin more presentable to the public especially in cooler weather.

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With regard to Nutfield:-

During this last year a new pigeon box lid has at last been made and fitted on Nutfield's cabin top. Painted in green gloss and fitted with the 'original' oval brass porthole it is secured with safety chains. The chains can be unhooked allowing removal if the engine room temperature should get too high.

A new fuel lift pump was fitted to the engine last year after Nutfield returned from her coal run; as our old pump had become very worn and could no longer prime the system.

A new automatic bilge pump was fitted in the hold and the engine room wiring has been overhauled by our member, Howard Williams. A 'smart' battery charger now keeps the boat's batteries topped up.

New top-cloths, ordered in December, arrived recently and the hold will soon be entirely clothed up.

Nutfield does need some repair and paintwork doing. A docking is scheduled at the beginning of April.

I thank everyone who has helped with repairs and maintenance on Raymond and/or Nutfield in whatever way during the course of the past year.

Norman Townsend. January 2022.