

The Friends of Raymond

Maintenance Report to AGM 8th February 2026

Work on Raymond in 2025

Raymond was docked at Easter, from Friday 18th to Tuesday 22nd April. The principal work involved was:

- Cutting out rot in fore end top bends and stem post, plugging holes with hardwood and filler, priming and undercoating
- Filling leaking joints in cabin side
- Removing stern cants prior to having them replaced
- Blacking hull and gunwales
- General painting

For most of May, *Raymond* was at Pete Boyce's yard at Tess Wharf by Braunston Turn to have extensive woodwork repairs at the stern and new stern cants. The work was finished in red oxide primer, to be painted at a later date.

In mid-June, *Raymond* was in the wet dock at Braunston Marina for temporary, cosmetic painting to cover the primer on the woodwork repairs. And the deck board was completely repainted.

It was discovered at the end of July that *Raymond* was leaking. However, the bilge pumps fitted in the stern two years ago kept any incoming water under control until it was possible to attend to the leak in October.

In mid-October, everything was cleared from *Raymond's* hold and cabin, the shuts lifted, and all the residual water pumped out so that the source of the leak could be traced, and it was discovered under the cabin bed hole.

Raymond was then docked from Friday 24th to Wednesday 29th October. Extensive caulking was carried out by Rex Wain from Brinklow, not only to the seam to which the leak had been traced, but also to all the seams that appeared in need of re-caulking. The caulked seams were then sealed with hot pitch and the hull was blacked. Other work during the docking included:

- Cleaning hold, treating shuts with wood preserver and replacing them
- Further repairs to timber at fore end
- Replacing broken bed slats and cabin floor boards
- Securing stern T-stud – new thread, nut & washer, and fixing plate by Candle Bridge Fabrication
- Painting entire fore end including deck lid
- Painting entire stern end including cabin doors and bulkhead, slide, rudder and tiller
- Varnishing cabin top
- Painting decoration on fore end, stern end, and deck board
- Painting name on stern

In November, *Raymond* was clothed up and the cabin winterised with soft furnishings removed, all cupboard doors and drawers opened, and a small heater left in the cabin to reduce condensation,

Upcoming work

Raymond will be in the dry dock again for three days from Monday 16th March this year for work left over from the October docking to be completed. This will include:

- Woodwork: new lipping to hatch below deck lid; new strip above cabin hold door; ash strips on stern cants
- Securing fore end T-stud

- Painting: second top coat on cants and fore deck; painting cabin forward bulkhead and door
- Graining: to make good areas of graining damaged by last year's repairs to cabin sides and cabin interior

Work on Nutfield in 2025

Early last year it was agreed that, if we were going to keep *Nutfield* partially clothed at low level with tents under the cloths, it would look neater and be more weatherproof if we replaced the makeshift arrangement of two folded, full-size top cloths with a single, narrow cloth between the mast and the second stand. Thanks to a generous donation we were able to go ahead with this project. Tarpaulin Supply & Repair in Birmingham made the cloth to our design, and it was ready at the end of March.

We had also felt for some time that *Nutfield* was too high at the bows and, although that is usual with empty Town Class boats, the significant difference in height between the fore decks of *Nutfield* and *Raymond* when the boats are breasted up, apart from making the boats look unbalanced, posed a slip hazard for less-agile crew members stepping between the boats. It was agreed that the best solution was to ballast *Nutfield* using water tanks that could be easily emptied if necessary. So, In April, we acquired four, almost-new intermediate bulk containers from a supplier in Daventry.

Also in April, we refitted the silencer with the new baffles that had been designed and made by Candle Bridge Fabrication at the marina, and kindly paid for by the Wyvern Shipping Company. This has significantly reduced the volume of *Nutfield's* exhaust.

In early May we installed the four IBCs – one either side of the mast and two at the back end of the hold – and filled them. This has reduced the height of *Nutfield's* fore end by about a foot, and greatly improved the boat's appearance and swim.

With the IBCs in place, we put a second tent in the hold between the mast and the first stand, and fitted the new top cloth. And at the same time a new tipcat fender was fitted, and we began the job of rubbing down and painting the engine room interior.

At Foxton in June, *Nutfield's* gearbox sheared a bolt and lost reverse gear. Dave Ross from Brinklow Boat Services effected a repair.

In November, a further top cloth was put over the back end of *Nutfield's* hold, and the cabin was winterised, with a small heater to reduce condensation,

Upcoming work

Nutfield's original Blackstone gearbox has been less than ideal for a number of years – sometimes failing to go fully into forward and reverse and consistently failing to find neutral, not to mention the excessive travel on the gear lever. So following the mechanical failure in July and discussions with Dave Ross, Nick Scarcliffe, and Tony Redshaw of Redshaw's Vintage Diesels in Braunston, we have decided to fit a modern, PRM 260 gearbox recently refurbished by Redshaw's. The work will be carried out by Dave Ross at Brinklow in March. While *Nutfield* is there, time and cost notwithstanding, we hope to also replace the wooden gunwales alongside the cabin and engine room.

Nutfield is due to be docked over Easter, although that is dependent upon whether or not she is back from Brinklow. We are also aiming to finish the engine room painting before the boats' first trip in May.

Nick Lake
Chairman
5th February 2026