



NORTH EAST MARITIME TRUST NEWSLETTER

Restoring traditional boats | Rebuilding heritage skills

Tim West

You have probably already heard the sad news of the passing of Tim West. He died on 1st January after a prolonged illness. Tim was a founder member of the North East Maritime Trust, and the driving force behind our biggest project to date, the renovation of the Henry Frederick Swan.



Tim was extremely knowledgeable about many areas, but it was perhaps his dedication and attention to detail that were his strongest qualities. It was a huge sadness for Tim that he was not able to see the completion of the work on the Henry Frederick Swan. Now the team are even more determined to complete the work in his memory.

Launch date nears for Henry Frederick Swan

A huge amount of work has taken place on our main project, the 1917 lifeboat Henry Frederick Swan over the last few months. This year marks a century since she was officially commissioned to work on the Tyne, and we are cautiously hopeful that 2018 will also see her returned to the water once again.



Our volunteers have worked very enthusiastically to bring the restoration work within sight of completion, with a large number of detailed jobs having been carried out. The vessel was carefully hauled on rollers inch by inch to the back of the shed where there is more headroom.

Slipway gate damage

We knew they were on their last legs, but didn't expect to see this in the slipway. Both of the gates of the slipway have broken hinges, leaving the gates dangling precariously. Welding work has now seen them temporarily fixed but they are beyond permanent repair. We've had contractors in and we're looking for quotes for new gates.



Plus, did anyone mention that the slipway roller shutter doors are kaput as well?

We estimate it's going to cost up to £6000 to replace both gates and roller shutter - money that we just haven't got sitting in a bank account. Another headache for our fund-raising team.

Heritage Lottery Fund

We are in the process of applying for a pretty large grant from the HLF that will allow us to step back and plan the future of NEMT for the next few years. We would like to be involved in much more education work using our boats and facilities, without reducing in any way our core work of restoring traditional vessels.

The engine was then winched on board and lowered onto its bearers and the electrical wiring is being installed.



There was little trace of the original side seating when the lifeboat came to us, so working just from the original drawings, new sapele seats are being made. The fenders are being assembled as well.



As launch day approaches, we've changed our mind about where to keep Henry Frederick Swan in the long term. The original plan was to have her on the river at Corporation Quay on a fore-and-aft mooring. However fears about her vulnerability to damage and theft have led us to search for a more secure berth for her. No final decisions yet, but Royal Quays Marina is a strong possibility.

Flat rental

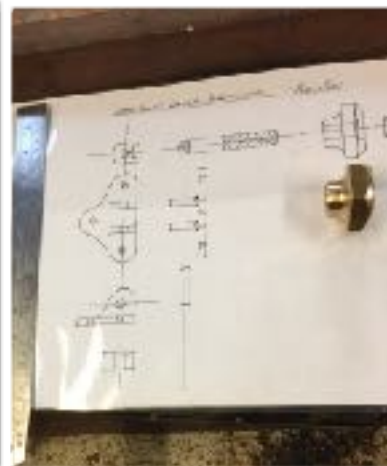
Renovation work on the two flats in Sandyford in Newcastle so generously left by Gordon Brown is almost complete. One will be let to provide (hopefully) a steady source of income. We had to borrow £40,000 to complete the building work, so the other will have to be sold to pay off that debt. However there will still be a very useful lump of capital left over which the board feels should be spent on serious capital projects rather than just used on everyday expenses.

Another pub quiz

We had such a good time at the first curry and quiz night that we are having another one. Bit short notice I know, but you should have already got a note about it from Jerry. Great curry, loads of fun, excellent ales, don't miss it.

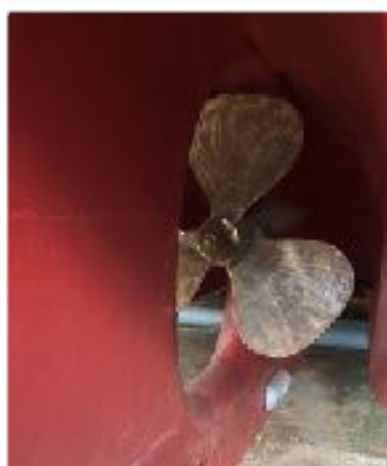
It's on Thursday 15th March at the Steamboat pub on Mill Dam in South Shields.

Starts at 7.00pm, tickets in advance for £5 from Phil Smith (07988 660930), all profits to NEMT.



Meanwhile work continues on jobs like fabricating screw-down dogs based on the few originals left, for the engine and gearbox hatches.

The propeller is now in place, and we've got the original Board of Trade number in the right place.



Subscriptions and banks

Collecting members' subscriptions has been an onerous job for a while, especially as there has been no set date when subscriptions become due.

To simplify this, from 2019 all subscriptions will become due on 1st January. This will mean we can send out one reminder to members, rather than a few each month.

Dates for your diary

Sunderland Tall Ships: 11-14 July

Bridlington Sailing Coble Festival
14 August

Whitby Regatta 11 August

Cullercoats Harbour Day 18th
August

Wash and scrub

We're planning on taking our coble Royal Diadem II to a number of events this summer. So to make sure she is looking her best, she will be brought onto the slipway for a good clean. After jet-washing below the waterline she will have a new coat of anti-fouling and have her paintwork touched up.



Slipway roof

Finally finished, at least the first half of it. Just need to fit guttering and a chimney for the stove. It'll probably be done nicely in time for the warm weather...



In the meantime we are leaving it to members to decide what proportion of this years subscription they should pay - for instance if yours becomes due in June we would ask you to pay half the annual subscription of £15.

At the same time we are changing the bank that NEMT uses. If you make a regular donation or pay your subscription by standing order, please send them in future to:

North East Maritime Trust. Sort code 30-98-97 Account 56330560

Cygnet boatbuilding

Steady progress is being made by the Monday and Thursday evening boatbuilding classes on our motor launch Cygnet.

The accuracy of our planking is getting better and better as you can see from the fit at the stem.

The challenge is shaping each plank so that it follows the correct line - we've had many a discussion about the relative benefits of templating, the use of spiling battens and the necessity of having the plank at exactly the right angle before trimming.

By the time the tenth and final plank is fitted we'll be quite good at it I suspect.

