

# KING'S LYNN WORFOLK BOAT TRUST



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**NOVEMBER 2017 NEWSLETTER**

Charity number 1139759

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**UNDER POWER NOW, UNDER SAIL SOON**



Picture taken from West Lynn on Heritage Open Day (Sep 10) by John Worrall, who has written good things about our project in magazines with maritime heritage interests.

In October Brian Kennell of St Osyth Boatyard – who did the reconstruction work on Baden Powell's hull and decking – and Steve Hall of North Sea Sails visited us. Both work out of premises on the banks of the River Blackwater in Essex, which has a long association with working boats of all kinds.

Brian checked that we were happy with the way the boat handled, and took details on what remained to do to finish off his contribution to the project.

Steve presented us with his sailplan for Baden Powell, and is now clearing his loft at Tollesbury so he can lay out the mainsail, jib and foresail. By next spring the gaps around the mast will be full of brown sails, and our passengers will have the opportunity to share the Cook family's experience of 1900, when sail was the only way to get BP out of Lynn and into The Wash to go cockling.



## **CAPABLE HANDS**

Tim Clayton (left) and Brian Kennell (centre) fit one of the deadeyes that Brian made into the loop at the bottom of one of the mast stays, while Steve Hall lends a steadying hand.

Steve has delivered his sailplan for the boat, and will be producing the sails over the winter.

The sails will cost around £8,000. There are associated expenses including hardware for fixing and handling. Over the winter, Chris Ward and John Buckle will be steaming the ten hoops that will allow the mainsail to travel easily up and down the mast. The volunteers will also be making blocks so ropes can keep the sails exactly where they should be for any required direction of travel, and for adjustments when required. Something over £12,000 must be found before any of this happens.

## **OVERCOMING THE HURDLES**

The Baden Powell project, as many of you know, found a major hurdle early on when the extent of wood rot in apparently sound timbers meant we were faced with a much more expensive rebuild, rather than a restoration. That became apparent before our HLF grant was approved.

Such was the enthusiasm of the volunteers, trustees and other supporters that this hurdle was overcome by using a number of loans from them when the need was at its greatest. These currently total some £30,000, and our aim is that much of this can be repaid by next summer.

We were able to do seven trips with passengers in September, with many compliments on the pleasure of seeing King's Lynn's waterfront from a new angle. The donations received from these trips came to around £1,300, all of which will go towards repaying these loans.

Our financial position at the end of October looks like £12,000 in the bank and about £15,000 in pledged grants expected soon, so our minimum comfort level is about £3,000 away. We are planning fund-raising over the winter period so we can exceed that figure, and add a few cushions.

## **ANY MORE FOR E-MAIL?**

We have a readership of around 420 for this newsletter. Some 250 get it via e-mail, which costs us very little, and the others get it printed up and delivered by post. That's usually around £70 for printing plus a stamps bill of £95.76. It's good to have it in your hand to read straight away, but it costs. If you have email, do register for the newsletter: just email [info@floatourboat.co.uk](mailto:info@floatourboat.co.uk) with the subject Email Newsletter. If you like to get it through the post, please think about sending a book of 2<sup>nd</sup> class stamps occasionally to us at the address overleaf.

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