

KING'S LYNN WORFOLK BOAT TRUST



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JULY 2017 NEWSLETTER

Terrington to King's Lynn Docks on Friday 28 July!



Tim Clayton (left) and Chris Ward offer up the shiny new propeller and propshaft on 29 June to find that the fit is good, and only minor adjustments were necessary before the rudder could be fitted. Tim's son Ed filmed the process – see it now on Youtube: www.youtube.com/watch?v=ppjy_sFMRWw or on our website, above.

Work is progressing on the hull, with essentials such as a tarpaulin cover for the main hatch and engine, a manual/automatic pump to clear the bilges, and passenger seating.

INTO THE RIVER ON HERITAGE OPEN DAY – Sunday 10 September

Arriving in King's Lynn Docks will be a working day for the volunteers, so while we shall invite media representatives to witness the Baden Powell being lowered into the water, we shall then need to 'step' (fit) the mast, install the boom (for the mainsail), the retractable bowsprit (for the foresail) and ensure the ballast is distributed well.

The big event for supporters and the general public will be **Heritage Open Day**, Sunday 10 September, when many of Lynn's historic old buildings will be open, and the Tuesday Market Place will be filled with classic cars. The pontoons off the South Quay will be the destination when the Baden Powell motors out through the port's lock gates and back into her familiar waters.

HOW MUCH WILL SHE WEIGH? Win £30 and a river trip with your estimate.

On her way from Terrington St John to King's Lynn Docks we shall be parking the low-loader with the boat on the docks weighbridge. Once the boat is in the water, the low-loader will be weighed on its own. So we'll be able to work out the true weight of the boat at that stage. Suggestions have been that the weight without the engine during her precarious airlift over the barn roof a few years back was around three tons, while in full fishing fettle she would have been around 14 tons. We're going to keep her true weight in a sealed envelope that will be opened only when the Baden Powell arrives at the South Quay pontoons, probably on Heritage Open Day, 10 September. What do you

think that weight will be? Remember, the weight of the current ballast is about three tons, but there was some ballast still in her during her airlift.

For £1 (or £5 for six goes) we invite you to guess the new weight **in tonnes to two decimal places** (i.e. 10.50 tonnes for 10 tonnes 500kg). If your calculation is closest to the true weight, you'll get a prize of £30 and a seat on one of the Baden Powell's first trips up and down the river – on the day, perhaps, if you come and watch the boat's arrival ceremonies at the pontoons.

Send or deliver your estimate and payment for the floating fund (cheques payable to King's Lynn Norfolk Boat Trust) to the address in Chapel Street, not forgetting to include your name and phone number so we can contact you with the good news if you get it right. Trustees, volunteers and the docks staff are not allowed to enter, so you'll be in with a good chance of success. There's an entry form with this newsletter.

The thin red line

Volunteer Mike Johnson keeps his steady eye and hand on the task of adding the decorative thin red line to Baden Powell's black gunwale, to which the name of the boat and its name and port registry number, LN138, will be added later.

The lower part of the hull has had primer, undercoat and two coats of anti-fouling paints applied so far, under the guidance of our paint supplier Teamac. Their advice has also been invaluable for treating new wood for passenger seating, flooring within the hull, and fittings such as the cleats that will be vital in securing mooring and sailing lines.



Free bearing from Coopers

The length of the propeller shaft from the back of the Baden Powell's engine and gearbox to the bearing in the sternpost is about a yard and a half. Such a distance needs a stabilising bearing halfway along if we're to avoid any tendency for it to 'flap about' as Tim describes it. Local company Cooper Roller Bearings produce a plumber bearing that will do the job, and are making us a present of one. It's good to have such support from a long-established Lynn company with a background in engineering innovation and a history of supplying a wide range of solutions to equally diverse clients.

Thomas Cooper started his company in 1894 not far from where the Baden Powell was taking shape in 1899. At one time he held more British patents than any other single person. First came a revolutionary steam digger for farming, quickly followed by small aerial bombs for use in the 1914-1918 war. A surviving Cooper steam car has been tempted out of its garage for special occasions.

Keep those donations coming!

We're approaching the bottom of the barrel again. Whatever you can spare will help us keep the work going. Cheques or cash to Chapel Street, or donate via the website. KH