

The BOATER



Sept to December 2022 Issue 146

THAMES VINTAGE BOAT CLUB



Thames Vintage Boat Club

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The Boater - Issue 146

September to December 2022

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Cover Picture: "*Lavinia B*" at the 2022 Trad Rally

Photo by Mike Phillips

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TVBC Web Site: www.thamesvintageboatclub.com

TVBC Facebook Page: www.facebook.com/groups/thamesvintageboatclub

New members always welcome - Application form online on our Web Site

TVBC Calendar for 2023

Events that the TVBC participate in and/or organise are in large bold print
Further details are emailed to all the members throughout the year
and advised in the latest Boater magazine.

January	<p>SKITTLES CHALLENGE with Buffet Lunch at 'The Greyhound' Eton Wick: Saturday 14th January, 1pm <i>contact Jane Percival for further details and to reserve your places: janepercival@icloud.com or Text 07799 811318</i></p> <p>RYA First Aid Course: Saturday 28th January at Littleton Sailing Club, Shepperton. FULL <i>contact Jane Percival for further details and to book your place: janepercival@icloud.com</i></p>
February	<p>RYA First Aid Course: Saturday 4th February at Littleton Sailing Club, Shepperton. Still spaces <i>contact Jane Percival for further details and to book your place: janepercival@icloud.com</i></p> <p>ATYC Spring Ball: Saturday 11th February, Runnymede on Thames Hotel <i>Contact Theresa: honsec@thamesvintageboatclub.com for further details and to book.</i> Please note the closing date for booking is Monday 16th January</p>
March	<p>Oxford & Cambridge Boat Race: Sunday 26th March</p>
April	<p>TVBC Buffet Lunch, Talk, AGM & Annual Awards: Holiday Inn, Shepperton, Saturday 1st April Guest Speaker – Nick Pollard: The Upper Thames Patrol <i>Contact Theresa: honsec@thamesvintageboatclub.com for further details and to order lunch</i></p> <p>Good Friday 7th April, Easter Sunday 9th April, Easter Monday 10th April</p>



Welcome Aboard

From the Boater Editors



From our Editor - The sun has been shining here on the south coast as I tap away on my iPad, but we have also experienced some very stormy weather as the Autumn season gives way to Winter.

Fingers crossed that we will not experience severe flooding on the Thames over the winter quarter, but as a cautionary reminder if you do winter afloat, is to ensure your mooring lines are long enough, strong enough and made off ashore for any necessary adjustments.

Should you be concerned about your boat, the Club will always try to assist and put out a request for help from our extensive network of boatyards local to your moorings.

On a lighter note, our Laying-Up Lunch and Voci Christmas Concert wraps up our 2022 season and the Committee has now finalised our first quarter of an exciting 2023 calendar of events.

The Skittles Challenge in January is already very well supported, followed by our first of several RYA First Aid Courses at Littleton Sailing Club, Shepperton.

The ATYC Spring Ball on Saturday 11th February is another event not to be missed and the TVBC is very determined to defend our title for the largest attendance and retention of the 'Old Father Thames' trophy.

Our AGM & Awards lunch will follow in April, with the emphasis on the social gathering and our speaker, with the minimum of official business to make it an attractive gathering.

All the necessary information is detailed in the calendar and through regular briefing documents from our hard working Hon. Sec. Theresa.

The Club has benefited from a steady stream of New Members & Boats, which our Commodore, Patrick Prince will acknowledge in his report on page 53. Last, but not least – please note the change of information to support our nominated charity 'Momentum' this Christmas, which will help them to deliver vital support for families facing challenging times who benefit enormously from leisure days out on 'Mo' their Shepperton based widebeam.

It just remains for me to wish you all a very safe and peaceful Christmas and New Year and I hope you enjoy this Christmas edition of 'The Boater'.

With best wishes

Jane - Editor

From our Production Editor - Apologies! It's my fault this edition arrived late. I was off "enjoying" the delights of several weeks of NHS hospital services. All ended well, thankfully! - Cont'd over:

The memorable RNLI talk we had recently reminded me of my own unique experience aboard the Eastbourne lifeboat, many years ago (1987). My mother had recently passed away, and her wish was to have her ashes scattered off the coast of Pevensy Bay where she had lived for so many years. My uncle (her brother) was a distinguished Master Mariner (a merchant skipper on the infamous WW2 Mermansk Convoys, and then Chief Harbour Pilot for the major port of Penang in Malaysia for many years). He contacted the RNLI Eastbourne lifeboat station, and (accompanied I suspect by a suitably large donation) asked their help. Shortly after I was contacted and invited to the Eastbourne station to arrange the details, and some days later I found myself aboard the large and very impressive Eastbourne lifeboat, carrying “my mother” in a large vase. The crew could not have been kinder and more hospitable.

The rapid launch down the slipway was awesome, and soon we were stationary some five miles off the coast of Pevensy Bay. One of the crew served as the Chaplain, and conducted the appropriate “scattering of the ashes” ceremony with appropriate prayers, joined by the crew. I was gobsmacked and quite overwhelmed at so much kindness.

Following the ceremony I was invited aboard the large RNLI inflatable, which had accompanied us, for a “rescue exercise”. I have never in my life travelled so fast over a (fortunately calm) sea, (do NOT try to sit down!) and this capped off a memorable experience I will never forget!

The RNLI have a big heart!!

Mike - Production Editor

From my research: In 1987 I was aboard the 37ft Rother Class RNLB “Duke of Kent”. She was built by William Osborne at Littlehampton and served at the Eastbourne Station from 1979 until 1993.



Swan Support Urgent Appeal

We urgently need your help to raise funds for a new Swan Treatment & Rehabilitation Centre in Bray.

This follows a recent incident when youths using catapults killed 4 of our Swans and seriously injured 2 more, after breaking into our facility.

Our priority is fencing and outdoor pens to house our Swans.

We would be very grateful for any support you can give.

Please contact us to donate at info@swansupport.org.uk

Or visit our web site www.swansupport.org.uk

Wendy Hermon, Operations Director, Swan Support.

07968 868172 or 01628 876336

New Club Members and Boats

We Welcome the following New Members and Boats to the Club
lere



lere (NVET 159) is a twin diesel motor cruiser built in 1923 by David Hillyard of Littlehampton of carvel-planked douglas fir on oak ribs/frames. She is 45 ft long with teak superstructure, and sports twin Vetus VH80 diesel engines. She is now owned by new TVBC club member Ralph Webb

New Venture



New Venture (TVIN 138) is a Flying Swan Class twin-engined motor cruiser built in 1960 by Bates of Chertsey. She is 40ft long and built of double-diagonal teak in the usual Bates manner used on their Star Craft. She has two Perkins diesel engines. She is now owned by new TVBC members Granville and Christine Orange

New Club Members and Boats cont'd

Otto

Otto (TVET 059) is a 12 foot 1930's dingy, clinker-built by Andrews of Maidenhead of Brazilian mahogany on rock elm ribs. She has long been a TVBC boat but is now owned by new TVBC member William Howard.

Alexandria

Alexandria (TVET 153) is a 30ft "Greyhound" class slipper stern launch built in 1937 by Andrews of Bourne End, with a cedar-on-oak carvel hull, and a deck of mahogany and maple. She has a Morris Vedette petrol engine of 998cc. Her original name is not known but prior to 1984 she was called *Britannia X* and later *Silk Slipper*. Then In 2022 she was purchased by TVBC member Christopher Lewis Robinson, who embarked on a complete restoration and renamed her *Alexandria*, after his daughter..

NOTE: We do not have a photo of her at this point as she is mid-restoration, but will publish one in the next edition

New Associate Member

We would like to welcome New Associate Member **Trevor Cherrett**

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The “Laying Up Lunch” at the Holiday Inn Shepperton Saturday 19th November 2022



TVBC club members enjoying the 2022 Laying Up Lunch at the Holiday Inn

This year’s Laying Up Lunch (descended from the annual “Laying Up Dinner” held over a great many years by the TVBC) was held at the Holiday Inn, at Shepperton, opposite the marina, and was well attended by 38 club members. A well-chosen buffet lunch was provided by the hotel.

This was followed by a talk, well illustrated by slides, on the Royal National Lifeboat Institution, familiar to us as the RNLI, by our guest speaker, Mr Colin Brown. (Colin’s official title is RNLI Community Presenter.)

To my mind this was one of the best talks we have ever had at a club event. Enormously informative, many astonishing truths were revealed as to the actual daily, monthly and yearly achievements and statistics of this incredible organisation, all solely funded by voluntary contributions from people like you and I. An (inevitably abbreviated) report on Colin’s talk follows. *MP*

(From our Hon. Sec:) Hilary Poskett,
the Honorary Secretary, RNLI

Chertsey, Shepperton & District Fundraising Branch, who ran the RNLI table sent this email to Pam:

“On behalf of both Colin (Brown) and I please thank all your members for their support for the RNLI on Saturday. I am very happy to report that we took £295.25 in sales of our branded goods. I had donations in my sales cash box of £55.50 and I have counted the donations from Colin's bucket which came to a further £155.00”.

Peter (our Hon. Treasurer) has also donated £150 to the RNLI from the club as a ‘thank you’ for Colin’s presentation.

So, in total: £655.75 was raised.

(Several members thought a club coach trip to the the RNLI HQ site at Poole would be a good idea. The committee will be looking into that. More info at the web site : mli.org)

Report on the talk by our RNLI Guest Speaker - Colin Brown



Colin Brown's excellent lecture about the RNLI

Last year, RNLI lifeboats launched a total of 8,868 times and rescued 12,903 people (35 every day), the highest number in our history.

RNLI lifeguards aided 40,762 people on more than 245 of the UK's busiest beaches.

The RNLI saved 408 lives in 2021 and over 143,900 lives since its formation in 1824. (Note: this statistic shows how many of those people aided would have lost their life had the RNLI not been there.)

With 4 out of 10 rescues conducted in darkness and launches taking an average of just 12 minutes to achieve their volunteer crews are proud of the fact they have been recognised as 'the best in the World'.

This is further demonstrated by having the ability to achieve rescues anywhere around the coast of the UK and Ireland, 10 miles offshore within 30 minutes of receiving the request to launch. Clearly

an outstanding capability and hugely appreciated by our maritime community.

Colin recalled the rescue on the 18th December 1981 when the Penlee Lifeboat, the *Solomon Browne*, was tasked by Falmouth Coastguard to go to the aid of the coaster, *The Union Star*. Fighting sixty foot waves and one hundred mile an hour winds the

Penlee Lifeboat bravely attempted to rescue the crew from the coaster. Sadly the weather and the horrendous seas won the battle that night and the crew of both lifeboat and coaster perished. This disaster was the last time the RNLI lost a lifeboat in service and a pledge was renewed on that night to make sure it never happens again.

Colin then came right up to date with an account of a rescue conducted during storm "Ciara" when a lifeboat crew were plunged into raging waves to try and find a missing surfer during one of the most severe storms of recent years.

Torrential rain battered the Sussex coast as 90mph winds whipped through the county, felling trees and causing chaos on the roads on the weekend of 9th February 2020. The Met. Office issued a blanket warning for "damaging and disruptive" winds across the area, with people advised to stay indoors.

The RNLI were alerted and finance manager Mark Tewkesbury, Hastings

volunteer Coxswain, was faced with the unenviable task of picking a crew for the dangerous operation.

"I wanted to be very clear with people that we were going out into some of the worst weather that they are ever likely to experience, and it was going to be a very dangerous situation," he said.

Crew made the decision without hesitation. They said "This is what we train for. There's someone in difficulty out there who needs our help. We're going to go to them."

The boat launched with six crew members on board into sea both intimidating and disorienting as the waves were bigger than the boat.



A Shannon Class Lifeboat in a tough sea

The search for the surfer continued for more than an hour, with him now having been in the water for 90 minutes. The lifeboat crew became concerned he would be suffering from hypothermia or unconscious and feared for the worst as the huge waves made search efforts near-impossible.

Damage sustained by the boat during launch saw it taking on water and the pounding it received in the first few min-

utes caused the air-conditioning unit to fail. Air-conditioning? it's essential to keep the cabin windows from steaming up so vision was now extremely reduced.

As hope faded, the lifeboat crew was stood down by the coastguard. But suddenly, a voice came over the radio. The surfer had been found. He had washed up on a beach about six miles away after more than three hours in the water, and was taken to hospital by helicopter.

The Hastings crews cheered and flung celebratory fists in the air.

"He's one lucky ***** isn't he?" one crew member can be heard saying in audio from the boat.

But the crew's job was not done. They had to try and return to safety by landing their boat back on the beach. It had to approach the shore at speed (more than 18 knots) to make the landing, but the waves sapped the power from the boat as it entered more shallow water.

On one approach the surging water lifted the boat up and flipped it on to its side, but the self-righting capabilities on the Shannon Class Lifeboat was able to ensure recovery. This is a link to the video taken from the beach:

www.youtube.com/watch?v=v8fxI7XTg9o

After four attempts at landing on the beach the crew decided to abandon returning to the Hastings beach where their shore crew and families were waiting for them. The conditions were so bad that thoughts of "this might be the end." were in the minds of the crew.

They were forced to make their way to



The helm of a Shannon Class Lifeboat

Eastbourne, making the gruelling two-hour journey to the safety of Sovereign Harbour. Conditions were so rough all the crew were seasick and ran out of sick bags! Eastbourne Lifeboat coxswain provided advice over the radio on how to enter the harbour as it was being battered by huge waves.

The rescue mission came to a conclu-

sion when the Eastbourne Lifeboat Crew met them at the lock and took over the boat and made it safe.

The *Marchioness* pleasure boat disaster on the Thames in 1989 led to the RNLI being asked to provide a lifeboat service for the river Thames.

Subsequently in January 2002 it opened new inland stations at Teddington, Chiswick, Tower Pier and Gravesend. Tower Lifeboat was later moved to a Victoria Embankment utilising a pier vacated by the Metropolitan Police Boats.

The RNLI has 238 lifeboat stations around the UK and Ireland with over 400 lifeboats on standby 24 hours a day, every day of the year. All this is achieved by volunteer crews and operation staff, 95% of who are unpaid

Having nearly 200 years of experience the RNLI has the knowledge to design its own boats. All of the inshore fleet have been manufactured and repaired in its own facilities on the Isle of Wight since the 1960's.

From 2015 its All-Weather Fleet of larger boats have been built in-house at



Tower Lifeboat Station in its new position alongside the Victoria Embankment



The RNLi Headquarters Site in Poole

its own facilities at the HQ site in Poole.

The manufacture of the Shannon Class, a replacement for the ageing Mersey Class beach launch boat, is currently ongoing with nearly 47 built. These new boats are self-righting, extremely strong and powerful machines which have the very latest equipment for search and rescue and special seats to ensure crews can navigate at speed through the most atro-

replaced. However, with the skills and capability at the ALC we can refit them with systems common to those installed in our latest boats.

RNLi College is the home of training for our charity's lifesavers. Overlooking Poole Harbour, the college welcomes lifeboat crew members and lifeguards from around the UK and Ireland, who visit for training courses and to make use of our training facilities – including a lifeboat

bridge simulator and sea survival pool.

Since opening in 2004, the RNLi College has also been used to raise funds – through hosting conferences, weddings, functions, film crews, and holidaying RNLi supporters. You can also obtain guided tours of the College and the All-Weather Lifeboat Centre.

For enquiries or to book please phone us on [0300 300 7654](tel:03003007654).



The latest class of RNLi Lifeboats is the Shannon (above)

rious weather in relative safety.

Following the completion of this build program it is intended to bring the Severn Class Lifeboat Fleet to the All-Weather Lifeboat Centre (ALC) for upgrading. The Severn has been serving the RNLi for over 25 years and would normally be

The RNLi continues to rely on voluntary contributions and legacies for funds to provide our volunteer lifeboat crews and lifeguards with exceptional boats, equipment and training that is so vital to their work of saving lives at sea.

With over 40,000 volunteer fundraising supporters we utilise every type of fund generating practices. We are always keen to welcome new supporters with ideas on new ways to generate funds and the energy to make them come alive.

If you would like to support us, please get in touch. Direct donations can be made by bank transfer to:

RNLI Fundraising Branches
Sort code - 20-68-95
Account - 40325236
Please use reference - 622164
Or via the website -
www.rnli.org



A Severn Class Lifeboat (p 12)

This article was compiled from the illustrated talk given to TVBC members by Colin Brown, Community Presenter for the RNLI, in November 2022. Our grateful thanks to Colin.



Help these children enjoy their boating! Please donate!



momentum

Children's Charity

Supporting children with cancer and life-limiting conditions, and their families, in Surrey and South West London.

Momentum is the proud owner of a wide-beam 40ft canal boat. Her name is 'Moments on the River' and she lives in Shepperton Marina. She can be used by our supported families in one of three ways: for a 3 to 4 hour cruise with a volunteer crew: for a day trip or further afield for a weekend or a week: or just aboard, moored up in the beautiful surrounds of Shepperton Marina. Experienced boaters are very welcome to offer themselves as volunteer crew for all the above.

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(Above)
 The charity canal boat
 (Right) The
 volunteers
 who Skipper &
 crew the canal
 boat (pre-Covid
 photo)



(Above)
Momentum
 volunteer crew at
 the helm, suitably
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Web site: www.moment-um.org

Photos by Jane Percival

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The annual TVBC Boveney Lock Rally

26th to 28th August 2022



The club's gazebos provide a central point for social interaction

A good time was had by all at this year's Boveney Rally during the August Bank Holiday weekend.

Ten boats and their crews attended, some staying for all three days and nights. Slipper *Forever J* skippered by Keith, visited each day. John and Jeannine visited by car on Saturday, Malcolm and Janine dropped by on Sunday.

The customary early evening dinner at 'The Palmer Arms' was well attended on Saturday with 26 members, relatives,

friends, and dogs. This was new member Paul's first experience of our Boveney rally.

Knowing that the showers

were not available at the lock (or indeed at other locks this year) Paul brought with him his own 'pop-up' shower which he installed on the bank; he was very pleased with its performance!



Paul's "pop up" shower



Mooring facilities are excellent at this popular venue



A good turn-out of ten club boats

Paul also took up the challenge of a paddle-boarding lesson with Toby. The rest of us watched from the bank, willing him not to fall in. We needn't have worried - I don't think Paul even got his toes wet!

Theresa Scrutton

Boats that attended the Boveney Rally:

- LUCY ANN
- MISS COQUETTE
- DUCHESS MAY II
- SNOW GOOSE
- POURQUOI PAS
- LADY EVELYN II
- CRISTOBEL II
- FOREVER J
- WANDA ADLS
- CHUMLEY ADLS



Bankside advertising!



Duchess May II - an elegant boat seen at many trad rallies over the years

The Thames Platinum Reflections Flotilla

Peter & Theresa Scrutton relate their experiences in "Lucy Ann" as participants in the Thames Reflections Flotilla on Saturday 24 September 2022



Lucy Ann - probably the brightest boat in the parade!

The Reflections Flotilla was organised by Thames Alive in conjunction with the Thames Festival Trust and members from the committee that organised the Diamond Jubilee pageant in 2012. It was originally intended as a celebration to mark the Queen's Platinum Jubilee with 150 boats dressed only in white lights creating a 'river of light' on the water to reflect her 70-year reign. On hearing the sad news of her death, the organisers decided the flotilla should still go ahead to mark her passing and the accession of King Charles III.

We had registered *Lucy Ann* for the flotilla several months beforehand. Peter bought 4,000 LED white lights and we arranged them on her whilst she was moored in Shepperton Marina.

On Friday afternoon we took *Lucy Ann* down to Teddington and moored overnight above the lock in front of Colin, Caroline and their two boys Hector and Wilfrid on *Seran*.

On Saturday morning our son Matt and his partner Shelley joined us. We went through Teddington lock about 12:30 aiming for Richmond lock by 13:00. For the safety of everyone taking part in the flotilla, the Thames barrier was shut at 9.45 and would not reopen until 1.45 on Sunday morning; this resulted in the river being a little under half tide for the whole day and there was very little flow.

Our cruise down river was very pleasant and passed without incident. However, on the bend just upstream from Eel Pie Island, a narrow boat behind us got stuck on a sand bank in

shallow water and had to be gently pulled off by an accompanying boat.

Having spoken to the Richmond lock keeper, we thought we would have to go through the lock. However, he advised that if we waited for about ten minutes, he would then open the sluice gates on the footbridge.

We had to be in our designated muster position by 17.30. We aimed to arrive early to ensure we found somewhere to moor and to avoid having to drop anchor. Unlike the 2012 pageant each boat was not allocated a mooring buoy. It was suggested we moored either on Battersea Church



Seran Glitterwake and *Etoile de Paris* on the barge passing vessels, especially the RIBs who were clearly unaware of the visiting moored boats!

Seran came alongside us and moored to the barge too. *Glitterwake* then moored to *Seran*, and *Etoile de Paris* to *Glitterwake* – four TVBC boats in a row!

As the time to cast off and get into formation drew nearer, two more TVBC boats, *Muguetu Wuame* and *Little Flagship*, arrived.

The river was closed to traffic at 17:30 so only vessels directly involved in the flotilla were allowed to navigate between Wandsworth Bridge and Albert Bridge. Manpowered boats

mustered between Wandsworth and Battersea Rail Bridges, and powered craft between Battersea Rail and Albert Bridges.

About 18:15 organisers arrived in dinghies to give each boat their pageant flag. At 18:30 we cast off and passing under Battersea Road Bridge we moved down to our allocated place just above Albert Bridge. *Little Flagship* was in the first row in front of



Lucy Ann and *Seran* moored to the barge at Battersea barge, the Cory rubbish barge or Chelsea Harbour buoys.

We arrived in Battersea Reach about 14:30 and moored to the rubbish barge. This might not sound very appealing, but it was a welcome sight to us as we had about three – four hours to kill (it didn't smell and there were no rats, but you wouldn't want to fall into it!). We moored on the inside, so were cushioned from the wash of



Muguetu Wuame

us, *Muguetu Wuame* was on our starboard in the second row, *Etoile de Paris* and *Glitterwake* were in the third row and *Seran* in the fifth.

At 18:50 as daylight faded the command went out on the radio for the flotilla to start moving downstream.

The flotilla was organised mostly in rows of four boats – these rows were divided into two columns, white and blue. On the passage plan white and blue arrows indicated the bridge arches the boats in these two columns went under. Whilst Peter steered the boat, Matt, Shelley and I followed the passage plan to advise

him which arch to go under and we watched out for objects in the dark. Despite all our boats being lit up, it was very dark on the river and the outlines of large, moored barges could just be seen as we passed them.

It took just over an hour to complete the stretch from Albert Bridge to Tower Bridge. As we



Sea Cadets along the decks of *HMS Belfast*

proceeded downstream and it grew darker, we became aware of more and more people lining up along the banks and bridges. We were rather taken aback as we didn't expect to see such large crowds! There was quite an atmosphere along the river; the Sea Cadets standing motionless in the dark along the decks of *HMS Belfast* was particularly impressive.

After the powered vessels had passed through Tower Bridge it opened in salute to



Passing the recreated Battersea Power Station



The leading boats pass under Tower Bridge the Royal Barge *Gloriana* and the accompanying unpowered craft following behind.

We continued downstream to Shadwell Basin and then swung round to return upstream. We waited for some time outside St Kat's, locked in at 22:00 and moored overnight in the marina in company with *Etoile de Paris*.

The next day our crew changed to our son Ed and his partner Pip. We were in the first lock with *Seran* and *Etoile de Paris*. From 13:00 we enjoyed a rollercoaster of a ride upstream as the clippers were back in action.

We dropped off Ed and Pip at Molesey lock and stopped off at Malcolm and Janine's below Sunbury lock on our way back to Shepperton Marina. It was dark by the time we left but having navigated the Port of London in the dark – no problem!

Unlike 2012, this Jubilee flotilla wasn't covered on the television and barely made it onto the news. However, various social media platforms such as Twitter were covering the event and videos and photos from the bank and bridges were passed on to us. For more pictures and videos, visit:

<https://thamesfestivaltrust.org/read-watch-listen/reflections>

There is super coverage of *Gloriana* on 'View from Butler's Wharf' page.

Finally, to end with good news: £26,440.38 was raised by participants, partner organisations and promoters of the event to boost the RNLI's fundraising for a new lifeboat station at Waterloo Bridge. Another worthy reason why the flotilla went ahead!

Theresa and Peter Scrutton



Lucy Ann showing her outstanding illuminations

Photos on p18 and p21 (bridge) by Milo Robinson, Totally Thames Festival. The rest by Peter Scrutton



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This stunning example of these iconic Thames launches is nearing completion of restoration, we would love to work with a purchaser on completion details.



Custom built Jolly Boat

This very practical and smart launch was built by the late Phil Corfield and is fitted with a Honda 30hp outboard, so she could easily be converted to electric.



Sunflyte

Our original Sunflyte launch has returned to us for some refurbishment work, and is offered for sale exclusively through us, either as is or completed

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01784 482569

Lavinia B - Our Featured Boat of the Issue



Lavinia B in 1938

Lavinia B is a 22 ft motor sailer built in 1937 by Henry B Hornby & Co. in Wallasey, Wirral, as hull number 408, carvel built with pitch pine planking on oak ribs. She is reported to have spent most of her life in the Suffolk and Essex coastal area; she retains her original maker's brass nameplate. Hornby's business closed in 1996, but their record photos, now held by Wirral Archives Service, show *Lavinia B* around the time of her construction. Thought at one time to have

been one of the Dunkirk 'little ships', research by her previous owner established that in wartime years she was moved from London to the Shotley Point area to avoid the blitz and was used for aircraft spotting, 5 to 10 miles offshore, reporting to Clacton Observer Corps who were always rewarded with some of the fresh fish caught by the crew while sat overnight out at sea. Alterations to her were made at a boatyard at Shotley in 1966 - a plywood 'box' was added to raise the headroom in the forward cabin; this has now been removed and the foredeck reinstated together with the original tabernacle, mast, spars and rigging and sails, which can again allow the use for sailing.

The boat was first registered in 1938 to Olive Blanch Lavinia Gilbey, wife of Vincent Gilbey, a member of the Royal Harwich Yacht Club, where no doubt the boat name originated and has survived since.

The original Certificate of British Registry (Blue Book), now in the possession of the present owners, shows that Olive retained the boat for 21 years and sold it in 1959 to Ivan Gammage, Branch Manager, who subsequently sold it in 1966 to David Polley, Company Director. David only retained the boat for one month and then transferred ownership to Peter



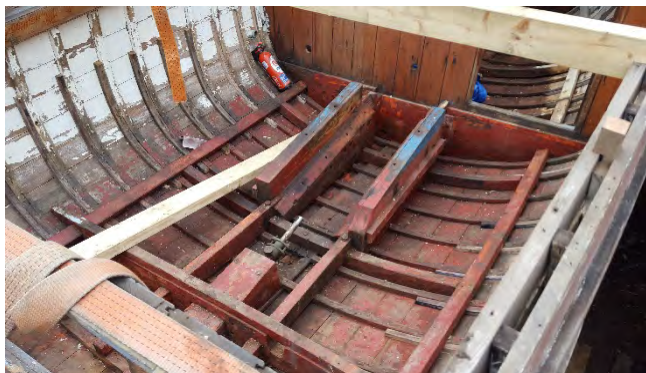
Benham, solicitor, who kept her for 3 years passing on ownership in 1969. This is where the Blue Book comes to an end, and registration lapsed. The boat appears to have been retained in the Shotley area until 1990 having been owned by several people including John Halls in 1970; Pat Spalding, noted to be related to Bob Spalding the

offshore power boat champion; Sean Rae, the well-known opera singer, to 1985; John Bolton from 1985 to 1988; Maria Stripe from 1988 to 1990 and Vernon North (Swanage Pier Master) from 1990 to 1992.

Guy Nelmes (acting as the archivist and researcher for the Association of Dunkirk Little Ships) learnt that it was thought

Lavinia B had been involved in Operation Dynamo, but his research proved otherwise. Nevertheless he purchased the boat in 1992 from Vernon North, and kept the boat at Swanage. In Guy's period of ownership he researched the history meticulously, identifying many of the above past owners, and thankfully passed all his records on to us. Ownership passed to David Cherrett in 2007, who collected her from Swanage and brought her to Chertsey

From the outset, David's plan was to enlist the help of another, but when his first recruit, daunted by the task ahead, jumped ship, progress was slow. The boat languished for a while in a corner of Dennett's yard in Chertsey, but with encouragement from Michael and Stephen Dennett, David enlisted Trevor Westoll (one of the Dennett's voluntary 'senior helpers') with the tempting offer of becoming a co-owner. Driven by Trevor's enthusiasm the project then took on a new lease of life. Between them David and Trevor made significant progress in the restoration, mostly returning the boat to its original configuration and using as much of the original pine timbers as practical. The ply box had been removed, the hull had been stripped and the transom renewed by 2017, so much more to do.



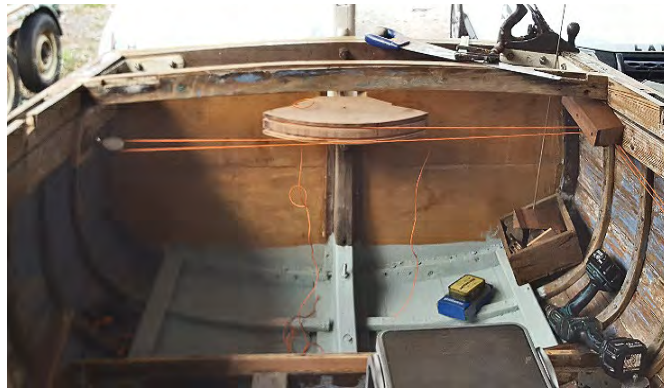
The first job was to strengthen and stiffen the hull; many of the original ribs were cracked, but the planking was sound throughout. All the original planks are in one continuous length stem to stern. New oak ribs were steamed and bent into shape over a temporary former (or a bruised knee) and then screwed into place alongside the original ribs,

rather than adopt copper nails and roves as the original.

The cockpit was extended to give more room there by moving the mid ships bulkhead further forward but retaining sufficient space in the forward cabin to fit out two 6 ft berths and the heads and chain locker as original.



The modification in the mid 60's, cutting through a number of foredeck beams, had seriously weakened the hull and caused the boat to spread, so it was decided to incorporate plywood as a backing to the pine bulkhead and to the foredeck also. The new cabin bulkhead comprised 19 mm marine



ply faced with the original pine cladding, and the cabin access door placed centrally rather than on the starboard side as original.

The forward deck was originally pine planks but those and some of the deck beams were beyond reuse. The forward beam, which carries the registered tonnage inscription, was retained.

The after end with its new transom, was rebuilt,

much as the original configuration, but a new deck beam was installed and the original teak-sheathed afterdeck restored. This allowed access to install our own home-devised



quadrant and wire steering system, replacing the original wire system attached to the above deck level tiller. The space here would also allow for the new fuel tank and some equipment storage.



The forward cabin, heads and chain locker bulkheads were all similarly strengthened with marine ply backing and clad with the original pine tongue and grooved planks, salvaged from the original; no new planks were needed. A few screw holes and other defects being plugged to match where required.

Then all the surfaces were prepared and varnished with two pack material.

The forward deck was clad with two layers of 9 mm marine ply and then sheathed with woven fibreglass, faired and finally painted. A central cut out at the cabin bulkhead and another further forward at the heads was followed by the installation of coamings for the new access hatches.

The hull seams above the water line were filled and a thin fairing coat applied to the hull. A new helm and steering linkage were installed on the port side of the cockpit along with the control panel and electrics behind.

The original engine (Brookes Marine) was missing, so the search was on for a small economical marine engine. Luckily, a new Kubota diesel (the type often used for refrigeration units on lorries) was found. This bare 662cc 3-cylinder unit required marinising, which was completed early in the project; many parts, and helpful advice, came from Lancing Marine. With no direct mechanical drive available, the raw water pump is connected to the cooling water circulation pump drive pulley, and a small heat exchanger provides an efficient engine cooling system. A flywheel housing cover, drive plate and a second-hand gearbox completed the engine conversion.



The wiring loom, instruments and engine control system were designed by us; the components sourced economically, mostly from jumble and eBay. Notably, Murphy 'Swichgage' water temperature and oil pressure gauges are used, which have the useful feature of adjustable alarm levels. A 40 litre plastic fuel tank and fuel filter, and



conventional water lock exhaust complete the engine installation. After 40 hours or so, fuel consumption of the 17hp unit is about 1 litre per hour.

The Blakes 'Victory' sea toilet has been stripped down and re-built, but it is there primarily for decoration of course, as

there is no holding tank. The cabin bunks and lockers are pretty well as the original arrangement, and the original bunk cushions fit reasonably. Pine strip lining to the cabin and heads side areas is original, and port lights restored. A new barometer and clock fit neatly alongside the original storage lockers. Discrete lighting along each side of the cabin completes the set up.

The engine just fitted the original bearers with just some minor modifications, and connected to a new shaft and propeller with



an R&D flexible coupling. The aft lazarette very nicely housed the steering linkage, fuel tank, filter, and sterntube greaser, with space also for tools, mooring pins etc. side seating benches were installed in the cockpit area with an aft removable section between at the rear which provides a convenient layout here for passengers and allows access to the lazarette for the fuel tank and the rear storage area. Space remains to walk around the engine and its pine clad enclosure for easy access to the forward cabin.

New cabin access doors were made with mahogany frames infilled with a marine ply backing and faced with strips to match the other pine cladding. The faired and undercoated hull was painted with white two pack paint and had new rubbing bands installed as did the original but with a varnished finish. New gunwale cappings all round were glued in place and varnished as all other non-painted surfaces.

The existing rudder was fitted to the transom and connected to the new steering cables in the lazarette. The underside of the hull was painted with several coats of primer and anti foul, and the boot line restored as it existed originally.

After just under four years of extensive and loving restoration work Lavinia B with her hand carved aft nameplate took to the River Thames from the boatyard at Chertsey.

Although, as with all wooden boats that have been out of the water for many years (in this case at least 15!) there was some initial concern about the water-tightness of the hull; standing-by with some bags of sawdust (a traditional way to temporarily seal open seams), the launch was trouble-free, and initial inflow was well within the capacity of the automatic bilge pump, and quickly reduced to virtually no leakage.

The boat can now be rigged as a sailer using the original spars and sails. We have only tried this temporarily since we are unsure of the actual rigging layout and how the gaff is supposed to link with the main mast. We need a true sailor to come to our rescue in this respect!

The boat now resides at a marina mooring in

Chertsey. Just recently, a shorter mast for 'everyday' cruising, and a canvas cover to provide protection when the boat is not in use, have been added.



All this was good enough to earn runner-up rosettes at this year's Thames Traditional Boat Festival in two restoration classes; (The Freebody Trophy awarded for best amateur restoration and the Bill Gardham Trophy awarded for restoration of all motor cruisers) in both cases losing only to the 'best in show' -

Oh well, there is always another boat, another show!

David Cherrett and Trevor Westoll, August 2022.



Lavinia B

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Two Bates Starcraft in urgent need of rescue & restoration

Due to ill health, long standing TVBC Members Carol & Martin Reed are very sad to have to offer both of their Bates Starcraft, *Franswa II* & *Arcadia* for sale as restoration projects to an enthusiast who can ensure their survival.

This will require both the facilities, knowledge and resources to do so and both will require professional preparation for craning to remove them from their current garden position.

That advice can be easily sought from our Thames Yards, many of which advertise within The Boater.

"Arcadia" Bates

Starcraft 33'

Built in 1964 and owned by Carol & Martin for 30 years.

Double diagonal Teak Hull & Mahogany superstructure.

One of the Swan Upping tow boats for almost 40 years and a familiar boat to Club members at many rallies.

Lifted out 2 years ago following an accident which holed the hull at the P bracket.

Arcadia is a Lloyds registered craft and a desirable size and configuration of the class.



"Franswa II" Bates

Starcraft 45'

The first of the 45's built in 1962 as substantial seagoing, fast cruisers, and featured at the London Boat Show.

Double diagonal teak with mahogany superstructure, originally built with lots of extras, some of which survive along with boxes of her history from the previous owner who

kept her on the upper Thames as well as for coastal cruising.

She has been out of the water for many years awaiting restoration.

Franswa II is also Lloyds registered.

To discuss these boats, contact Carol Reed - tel: 07900 082119

Email: franswa@casmar.plus.com

“PRUNELLA” .. the *LADY* who was taken out of hiding ...

The story of how Mark Wightman and Stefaan Persoons became joint owners of “Prunella”, a 1938 veteran motor yacht, and their many ensuing adventures. In Part Two of this series we find them in danger of sinking(Continued from Boater 144)



Prunella

St. Olaves and Lowestoft to Burnham ... and that “sinking feeling” ...

As the winter of 2020/2021 was slowly making way for spring 2021 and it looked more and more that the Henley TTBF was on for this year, the pressure was slowly building to get *Prunella* ready for the show. So, we had to come up with a plan because a lot of work still had to be done. Despite the fact that four years had passed by now, there was still important and big work to be done because it couldn't be done too early before the show. Stripping and painting the hull was the biggest job on that list. So, we had to head back to Burnham-on-Crouch because she had to come back out of the water again and be put in the dry shed. Little did we know at the time of our “planning” for the 2021 TTBF that this also would be the start of a 2021 season full of “unplanned” adventures, outside of the TTBF, with *Prunella*.

Passage planning took place and the weather looked good so on the 3rd of July, the day we were planning to head out to sea, around the coast and up the river

Crouch, we moved *Prunella* to Lowestoft. Once in Lowestoft we had to make three trips back and forth with diesel canisters to the local car petrol station because the fueling dock on the broads just down from St. Olaves was

closed as it was not accessible because there was a large barge temporarily stuck in front of it. We had, however, siphoned enough diesel from *Vanessa* to make sure we could make it safely from S. Olaves to Lowestoft.

The tides that day worked out perfectly well for a smooth and rapid crossing with the tide taking us down south along the coast and the tide would turn just in time to take us up the river Crouch by the time we were planning to get around the wind farm by Whitaker at the entrance of the Crouch estuary. We booked the Lowestoft lock and bridge to head out to sea and with one last stop on the seaside of the bridge to put the mast up, we were on our way ... albeit a little later than planned to make full use of the tides perfectly matching our planned progress but still within the right times for the right tides ...

Once out at sea, we noticed that the weather was not exactly as the forecast had predicted with a sea slightly less calm than predicted.

By adjusting the throttles to balance the left and right propulsion with the now

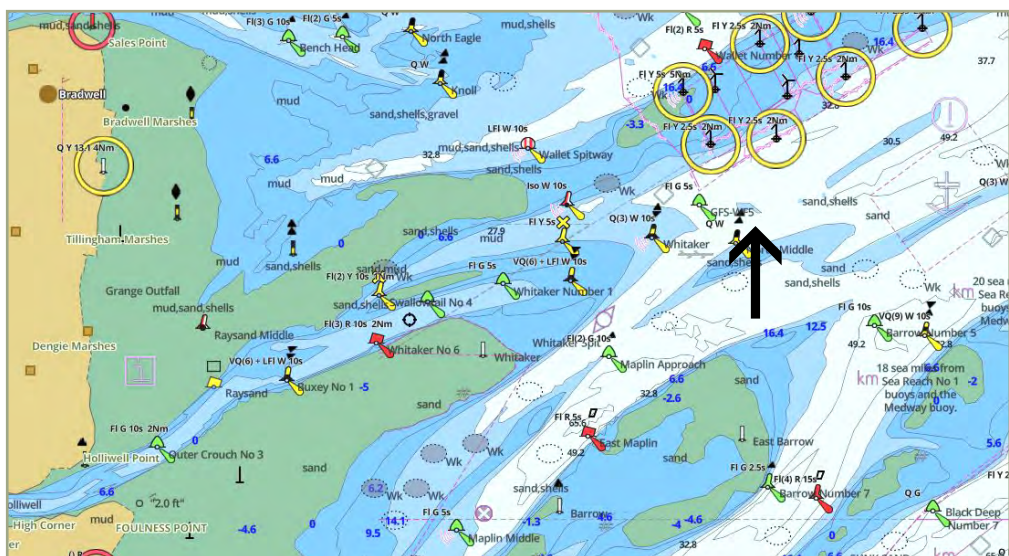
nically filled sail, *Prunella* sat happily and steadily leaning on her port side at first and her starboard side later as we continued to turn in towards the west. With the steadying sail up, not only was *Prunella* instantaneously a lot more comfortable but so were both of her crew.

We knew by now that we would not make it to Burnham before night time so we made our preparations: checked all the navigation lights, prepared night time headlamps for map reading and plotting from the GPS onto the paper chart, did a full walk around to check the entire outside of the boat before darkness would set in as well as the inside, including the bilges, and left the taking down of the sail till last because she seemed happy and steady so we didn't want to "rock the boat" by taking away her "steady hand" when she seemed very happy with it.

Part of the hourly checklist throughout the journey was also to check the bilges,

as we had also just done in preparation for nightfall. As darkness was slowly approaching and there was still the sail to be taken down before total darkness, I decided to go through the checklist about 20' earlier than the scheduled "hour" whilst Mark was still at the helm. As I took up the small inspection hatch in the floor board of the saloon to check the bilges, I got a big surprise: I noticed that the water was only about a foot below the boards. That was not good! We were clearly taking on water somewhere and obviously more than the bilge pumps could cope with.

We slowed *Prunella* down a bit and quickly went to check on the batteries as that was our main concern. How safe were the batteries? Water over the batteries and we're in real trouble. The engines would obviously continue to run. For a while at least. Until the header tank would require filling from the main tanks



← To Burnham-on-Crouch harbour

Arrow shows approx. position of "Prunella"



Showing where the hull plank ends have parted from the stem allowing water ingress

but we would not have the battery power for the header tank pump to do so. But we were OK on the batteries. They were (still) well above the water level.

The next step was to quickly go around the boat to check where we were taking on water and we were very lucky in our unlucky situation as we found the source rather quickly. I took the helm and Mark immediately went to the front of the boat because we had just taken out the old heads right up in the bow in the front cabin and although we had obviously closed the Blakes sea cocks AND put a wooden bung in, it was the first possibility of water leakage that came to mind.

As Mark was bending down to check the sea cocks he received a shower of sea water over his head. Well, that's not

supposed to happen.... It became clear very quickly that we had sprung a few planks on the hull from the stem on the bow. Luckily again in our unlucky situation the entire area seemed to be above the waterline but each time *Prunella* took a little dive into a wave (and we were now, because of our progress slower than planned, pushing into tide and so not only still making slow progress but also tapping into the waves) we took on about five to ten liters of water. That was not a good situation but at least we knew where the problem was.

We had to move fast because we had a lot to do to stem the flow of water coming in and to get the water, that was already in, out of the boat. Whilst we went very methodically and quickly about dealing with the situation we also both realised that our back up plan, if we “really” got into trouble, was the “Whitaker Spit” sand bank on our port side to go and beach ourselves (particularly with an outgoing tide) or the sand bank of the wind farm to our starboard side albeit that that was rather close to the windmills.

So, the tasks to be done: firstly we now slowed *Prunella* right down to stop her taking on any more water by no longer diving into the waves at all and we quickly got on with digging up and ripping some smaller pieces from the underlay of the carpets to bung into the bow between the stem and the planks to stem the flow of water coming in albeit that we couldn't press too hard because that would only push the planks further

away from the stem and make the problem worse. Secondly, we had to wire up a spare (and larger than the pumps already fixed on the bottom of the bilges) bilge pump.

We very quickly and efficiently got on with the repurposing and all worked wonderfully and a steady big stream of water coming from the larger bilge pump was quickly squirting out of the side of *Prunella*.

However, despite our cleaning out of the bilges of the “old” rubbish during the summer of 2016, there was now quite a bit of “new” rubbish from the renovation down in the bilges and which we had not yet entirely and properly cleaned out. That “new” rubbish was now getting sucked against all the bilge pumps and, by doing so, reducing their capacities. But, with no more water coming in and some water still going out, the balance was now in favour of water going out. Slowly, admittedly, but nevertheless going OUT.

During our crisis management we also had not noticed any particular worsening of *Prunella*'s rolling which might have made our efforts more difficult. Nevertheless, it was time to bring the sail down. With Mark at the helm and it being dark by now, I double checked that my life jacket was properly strapped on, clipped one end of a safety line to my jacket and reached outside the wheelhouse to clip the other end on a strong point on *Prunella* before heading out towards the mast at the front of the wheelhouse to bring down the sail. Then it was time to move to the rear of the wheelhouse, to tidy up and secure as

much as possible in the dark the sail which was now chaotically lying on the roof of the wheelhouse.

By methodically changing over the safety line several times, I made my way to the rear of the wheelhouse, tidied up and secured the sail as much as possible and methodically made my way back inside the wheelhouse, and with Mark still at the helm, immediately went down to check the bilges again. All seemed well and stabilised if not slightly improved.

As calmness (and relief) had returned we took stock and evaluated our predicament and did realise that despite us seemingly having stabilized the situation we were still not guaranteed to be out of trouble entirely. So, whilst our situation did not warrant a PAN PAN (we were still in control of *Prunella* and we had the use of both her engines and all her systems and our batteries were still ok, we discussed our situation and agreed to call the Coast Guard to inform them of our position and our predicament. Not a PAN PAN; not a MAY DAY. A simple call for passing information on our position and situation and “forewarn” that we “possibly” MAY need help if the situation worsened again.

The lady at the other end of the radio could not have been more friendly, calm, professional and helpful and we were told that she would call us back soon. We confirmed “Dover Coast Guard; *Prunella* standing by”. After only a couple of minutes, and during which time we also informed, (via telephone, so as to keep the radio free) our contacts on

< RNLI-Burnham on Crouch's post ...

 **RNLI-Burnham on Crouch** 
9 h · 🌐

Burnham-on-Crouch RNLI volunteers were tasked by UK Coastguard at 11.30pm last night (Sunday 4 July) to assist a 16m vessel that requested assistance after taking on water by Whittaker's.

The Atlantic Class lifeboat 'Tony & Robert Britt' was launched and quickly arrived on scene, whereupon they escorted the casualty back into Burnham Yacht Harbour and received by UK Coastguard at approximately 3am this morning (Monday 5 July).



leading to increasing levels of fatigue for us as we still had a few hours ahead of us and which was not going to be helpful if we did hit trouble again and so it had been decided that an RNLI rescue boat was to be launched (as a matter of fact already had been launched) from Burnham and they were already, as we were speaking, on their way.

After about 15-20 minutes, we spotted the RNLI rescue boat in the distance with their flashing blue emergency light and fast approaching *Prunella*. To make it a little easier for them to spot us in the dark, despite our working navigation and steaming lights, we quickly and briefly switched on *Prunella*'s LED deck's floodlights.

So it was that they quickly found us, came nicely alongside in what were by now, luckily, relatively flat waters and we soon had two RNLI crew aboard *Prunella*. They got a quick situation update from us and then quickly assessed the situation for themselves by diving down into the saloon take a good look.

A rather large case with a powerful petrol pump inside it was hoisted from the RNLI rescue boat onto *Prunella* and taken down the saloon. As it appeared that the pump did not want to start easily, a quick check of the petrol tank revealed very little petrol and a spare petrol canister was brought on board from the RNLI rescue vessel. The pump was successfully started and got to do its work and the water level went down quickly to a more comfortable level.

So, it was time for tea and biscuits all around as we settled in for the next three

land: Lizzy and Leo from Leeds Lane Marina in St. Olaves where we had left from the day before.

The friendly Dover Coast Guard lady called us back quickly and informed us that they had discussed and evaluated our situation with the RNLI station in Burnham, also taking into account factors such as the fact that it was night time (it must have been just around midnight by that time) and that by now we also had a strong tide against us and so we were going to make little progress for the next few hours until the tide turned again,

hours to Burnham with two RNLI people on board *Prunella* and two more on the RNLI rescue vessel which escorted us all the way to Burnham, which was very comfortable.

It meant that we could relax about the “navigating and plotting in the dark” part of the last part of our journey, which was rather nice because despite the fact that adrenaline had clearly been keeping us going strong until then, subconscious fatigue must have been creeping in slowly leaving us exposed to potentially making mistakes should our emergency situation get worse again. We felt safe with the RNLI both on board and as our escort.

Under our RNLI escort, we made it safely to Burnham at around 3am on the morning of the 4th of July.

We moored up along the fuelling dock in Burnham where the Coast Guard and the police were waiting for us. Following a quick check by the Coast Guard on board *Prunella* and feedback to them from the RNLI, it was quickly established that this really was an unforeseen and unforeseeable emergency and that no blame could be laid upon either of us, in fact we were commended for our handling of the situation and were told that we seemingly did everything right and that no one could have done anything different or better than we had done with the means we had on board.

So, all was good in the end and the Coast Guard and the police were satisfied that they had not been called out (of bed) for an unnecessary or avoidable reason. No reports were or had to be filed and no charges were pressed.

Some of you readers may now wonder: what about preparing the life raft, as part of your task list as soon as you noticed the problem? Well, as this was a coastal passage at the height of summer and with a planned arrival time still during daylight, we did not have a life raft on board. Was that a mistake? Possibly. Probably. We did, however, have (and wore) our life jackets and we had, shortly after our departure out of Lowestoft, tied about 10 medium to large size fenders together making for a rather important floating device in case of an emergency. We also did have a grab bag with flares and a hand held radio.

On to Henley...

Next morning it was back to work, as there was no time to lose on our initial plan to prepare and finish *Prunella* for Henley. We learned a lot that summer about applying filler, caulking a wooden boat and applying glossy paint without leaving stripes whilst a “proper” shipwright, Ed Norris who came all the way from Henley to help us out and whom Mark had known for many years, saw to properly repairing the sprung planks. Our biggest fear was rot. The good news, however, was that there was no rot, neither on the planks nor on the stem. *Prunella* was made seaworthy again, given a beautiful coat of glossy paint and she looked absolutely magnificent on the day she was going to go back in the water.

This was the big day for *Prunella* to go back in the water. However, things did not go as planned. As she was being lifted



All the original stem screws, probably destroyed by dezincification over many years, have been replaced on both sides, making the boat safe again.

by the slings of the boat crane, the hull seemingly must have twisted a little bit. Nothing noticeable but obviously just enough to cause the filler and brand new paint to crack along the caulking lines. So, we had some extra and unplanned work to do!

Based on our last experience and because we would now be further out at sea, we had also rented a life raft this time. So under yet another glorious sunrise on what promised to be another beautiful sunny day, we slipped our lines

in Burnham at 07:00 local time and made great progress down the Crouch at 9.5 to 10 knots ground speed, turned right after the Whitaker Spit and headed south and then more south west and up the Thames and Tower Bridge here we come. We had not put up the sail on this trip because the sea state was very calm, as predicted, therefore a “steadying” sail was not needed.

Tower Bridge is always a magical moment and we happily kept ticking along and took in the majestic sights of the London skyline from the river. Traffic was now obviously getting busy not only with professional traffic such as the Thames Clipper commuter boats but also with lots of tourist River Cruise boats and working barges. In this busy traffic, keeping well to the right of the river now just came automatic. Just like nobody would be tempted, in traffic, to drive on the wrong side of the road when going from England to the continent or vice versa. The SOD, (“Supervising Officer on Duty” at London VTS) who definitely must have been keeping a very close eye on us, would have been very happy with and impressed by our track.

As we approached Richmond, the SOD called us on my phone and enquired about our progress and if everything was well on board *Prunella*. We responded in the affirmative that all was well but that we just had slowed down a little to allow the tide to catch up with us so that we would be within the “two hours either side of high tide” because we were planning to go across

the weir at Richmond lock and moor up for the night the other side.

The SOD advised us that recently the water levels around Richmond lock had been lower than usual due to low water levels of the river upstream from the lock and that we would be well advised to moor up alongside a temporary barge downstream from Richmond.

The next morning, we waited for high water again and made our way across the weir without incident but not before paying our dues to the lock keeper who was now present to be sure to collect our dues.

The following three days we enjoyed cruising up the river taking in the beautiful scenes of the most immaculately manicured typical English gardens and the pretty flower beds to be found at every lock.

Lovely reminders of the quintessential old fashioned England kept beautifully maintained and looked after by the lock keepers.

With her relatively big twin screws, *Prunella* is, despite her size of 53ft and her weight of around 35 tons, surprisingly easily to steer, and maneuvering her through the locks proved relatively easy, even without the modern comforts of a bow thruster, (the sounds of which coming from the modern cruisers can be heard left, right and centre before, in and after each lock!) So it was that we managed to arrive in Henley-on-Thames without even as much as a little scratch on our freshly painted hull.

We moored up opposite Temple Island within sight of the moorings and the meadows where the TTBF was about to take place starting in a few days. We wanted to take the opportunity of the nice mooring place to get cracking with the final

preparations before making our grand entry into the TTBF with "*Lady Prunella*" whom we had taken out of her last 18 years of "hiding" on The Broads to restore her to (at least what we believed) was her former "period glory".

Apart from raising the mast, which we obviously had had to bring down to get under all the bridges coming up the river, the rest of the "final preparations" consisted mainly of cosmetics work and tidying up: polishing the brass, scrubbing the deck, touching up the paint (not on the hull, though, as we managed to avoid scratches going through the locks) on the stanchions anchor and anchor winch etc. where we had missed little spots, cleaning chrome and windows, touching up on the varnish, etc. even down to washing and polishing the fenders .. !!

It was now time to move *Prunella* up to our mooring at the Thames Traditional Boat Festival. Our designated mooring place was right next to our good old friends of the Dunkirk Little Ships. So, we immediately felt right at home and the flames of camaraderie were reignited very quickly.

We made final presentation for the judges to come on board the next day and enjoyed a warm evening on *Prunella*'s deck.

We had entered for two categories in the competition: "Engines and Engine Room Restoration" (Piston Trophy) and also for "Overall Amateur Restoration" (Freebody Trophy). So, on the morning of the judging our focus was mostly on making sure that the engine room looked as perfect as possible. The judges coming on board and evaluating what they are there for is pretty



Prunella moored at the TTBF

quick. These are professional people, after all, and they know what to look for immediately.

So, the judges from both the categories for which we had entered came on board, did their thing and went. Now it was the anxious wait to find out about the result. We were pretty happy with the verdicts: First place for “Engines and Engine Room Restoration” (Piston Trophy) and second place for “Overall Amateur Restoration” (Freebody Trophy).

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I was mostly happy for Mark because the engine room was his pride and joy and he had put his heart into it and the first place result was well deserved. Well done, Mark.

Once the judging was over we could relax and enjoy the

TTBF for ourselves, although we still had an overwhelmingly large number of people who wanted to visit and have a look around *Prunella* so we had to take turns in showing people around but we, nevertheless, still found the time to get the odd bits and gadgets for *Prunella* at the different boat jumble stalls. Just a question of creating more work by now having to install all the gadgets ... We also found some “period” looking clothing at a few stalls and which fitted perfectly well to wear on *Prunella*.

Mark Wightman & Stefaan Persoons

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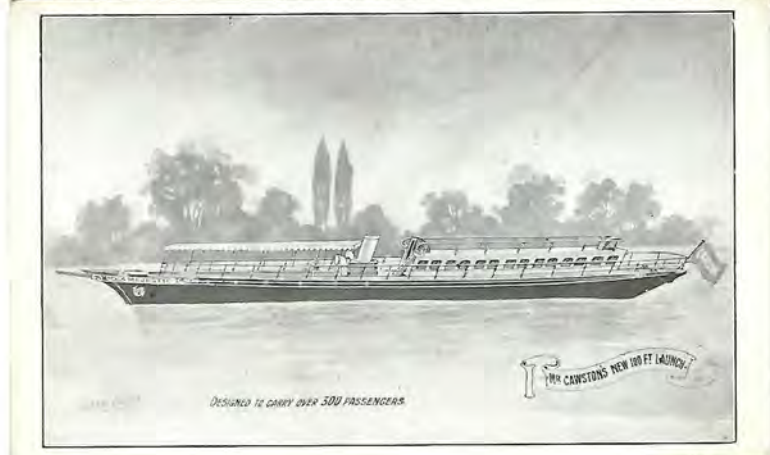
An interesting insight by Neil Garside into a man who was responsible for the building of many famous large passenger steamers in the heyday of the Thames pleasure steamers (Neil is a much respected boatbuilder, Andrews authority & TTBF judge)

LANCE SUMMERS

Lance Summers and his team of craftsmen were itinerant boatbuilders who often went from firm to firm building craft, which was common in those days. Lance and the team he brought together were to build the 73ft *“Empress of India”* for Bonds at Maidenhead in 1898 and then the 84ft *“His Majesty”* again for Bonds in 1906. He also built the 89ft *“Majestic”* for Cawstons of Reading in 1908 followed by the 84ft *“Grand Duchess”* for Maynards of Windsor in 1923, and then the 84ft *“New Windsor Castle”* for Arthur Jacobs of Windsor in 1924. It is likely he built the 94ft *“Queen of the Thames”* for Maynards of Windsor in 1925. These were all Thames pleasure steamers. After that when Lance wasn’t working for other firms, he built various boats from a workshop in Earley near Reading where he lived. In World War II he worked for John Bushnell at Wargrave building boats for the war effort.



Grand Duchess



“Majestic” -Designed to carry over 300 passengers

History of the Thames Boatyards - Gibbs of Teddington

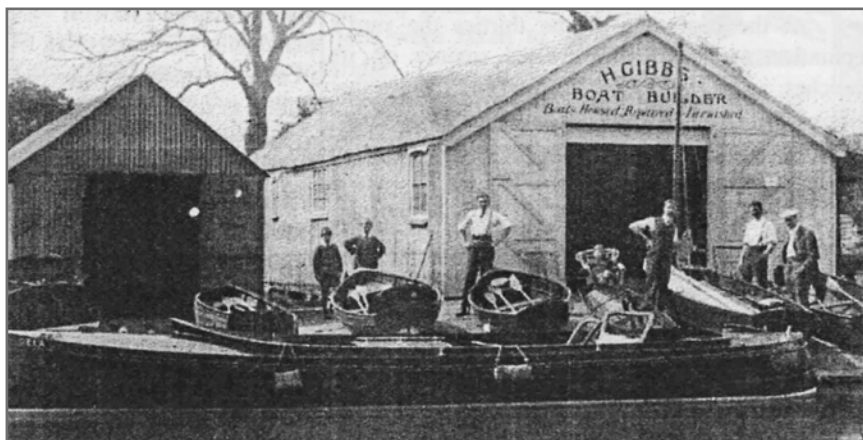
Three Men in a Boatyard: The history of Gibbs is comparatively short despite its being one of the most prolific boatyards on the river between the wars. More than 70 of their boats are listed in the TVBC database. Three members of the family directed it over two generations from 1902 to 1968 - Bob, Harry and Bob junior.

The site of the old Gibbs' Yard on a back-water beside Trowlock Island, Teddington, is unimpressive. All that remains is a broad concrete slipway protected by chain-link fencing and a notice forbidding entry. Across a narrow channel on the island itself is the same row of chalets identifiable on photographs taken at boat launches in the 'fifties.

It is difficult to visualise this spot in its heyday – a hive of industry where river-going cruisers that were to play their part in Operation Dynamo first slipped into the water. The life of this yard spanned just two generations of the Gibbs family, brothers Bob and Harry and Harry's son Bob junior. Bob started the yard on land leased from the council where he built dinghies.

These early Gibbs boats were easily identified by a 'trade-mark' of three raised beads running in rainbow fashion across the transom. He was joined by his brother in 1911 when they started work on a grander scale with the construction of 40ft centre-wheelhouse boats to be used as flying-boat tenders by the Royal Naval Air Service. One named 'Idano' was converted to civilian use and became a "live-aboard" at Kingston for several years.

Between the wars Gibbs were the most prolific builders of river craft on the Thames. In 1921 *The Motor Boat* reported that among the various small motor cruisers at the White City Exhibition the one built by Gibbs and Son would certainly receive its full share



The Gibbs boatyard from a postcard of 1913 showing mainly dinghies being produced.



The busy yard had grown considerably by 1921.

of attention, particularly as it was probably the lowest priced boat of its type at £295. The 19ft 9in cruiser was powered by 12 hp Gaines Universal Motor. Also on show was a 19ft 9in runabout said to have a speed of 15mph. At this time they were noted as the first yard to provide an all-in package, including navigation lights, boat hook, paddle and even mooring warps. In 1927 the magazine visited Trowlock Island and reported that despite the general depression in trade Gibbs were steadily forging ahead with the production of their 30ft river launches and cabin cruisers, fifteen of the former craft having been sold during the past 12 months.

Harry Gibbs said that at the beginning of the season he found no difficulty in

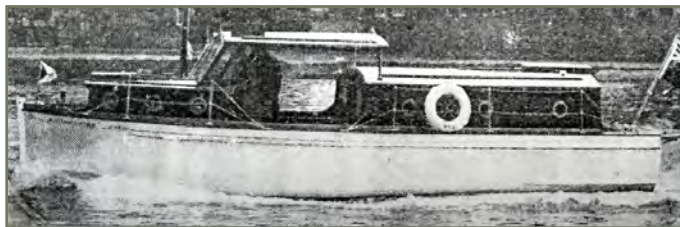
disposing of as many river launches as he could make in the winter, and there was a ready demand for cabin cruisers as many car owners were forsaking the roads and taking to the water. The reporter noticed that about 40 craft were laid up in the capacious storage sheds, most being 25ft – 40ft launches of Gibbs' own build.

At the beginning of the 'thirties the yard's reputation seems to have rested mainly on its launches. Typical of these is *'Lady Isabelle'* a 30 footer designed in 1930 and built of mahogany on American elm. (see *Dunkirkers panel*) A departure from this trend is noted by *The Motor Boat* in 1932. It wrote that Gibbs "is not usually associated with cabin cruisers of the type it has just built". One was sold to

Tallulah Bankhead, the America actress then appearing on the London stage. This was a 28ft



'Lady Isabelle' a 30ft launch of 1930 and Dunkirk Little Ship.



"Aquamarine" of 30ft "specially built" in 1935

craft powered by a six-cylinder Gray motor. Its refinements included a tiled galley.

In 1935 the yard was specialising in small cruisers and two of them, *'Aquamarine'* and *'Iduna II'* of 30ft and 31ft respectively, are described in detail in MB magazine. A photograph of the interior of *'Aquamarine'* shows that she was finished off to a luxurious standard. In the same year a list of the different types of motorboats available at British yards shows that Gibbs were producing three models: a 30ft runabout costing £350, a 30ft cruiser costing £475 and a 37ft cruiser at £650. In 1936 *'Gay Venturer'* a 37ft 6in cruiser was commissioned by a Mr Eyre. He had the unusual hobby of fishing with a trawl net.



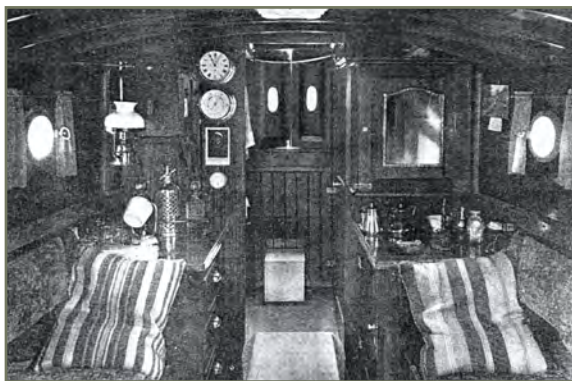
'Gay Venturer' a 37ft cruiser designed for trawl net fishing.

To allow for this, four extra-strong oak stringers were fitted along the whole length of the hull. In the stern was a lead-lined free-

draining cockpit with cutting blocks. To ensure he had a really sea-worthy vessel the owner insisted that no plank used in the construction should be more than 3½in wide. *'Gay Venturer'* took part in the London to Cowes

Race on her maiden voyage in June 1936 and was awarded a gold medal, having achieved an average speed of 8.35 knots.

In 1938 Gibbs announced that the whole of their resources would put into one type



The luxuriously appointed saloon of 'Aquamarine'

of cruiser selling at a popular price, no departure whatsoever being allowed in the layout or specification. Responsibility for sales was put in the hands of Broadway Motors of Great Portland Street, London. The 30ft boat was powered by a six-cylinder Gray petrol engine. Teak was used for the wheelhouse and mahogany for the after cabin.

During the Second World War the yard built 25ft open pilot launches which were used in London Docks, and target and mine decoy boats. Some of these latter were fitted with a big induction coil to trigger magnetic mines.



Hobson's choice: The 30ft standardised cruiser of 1938.

The yard had no electricity until 1942 when power was laid on with the help of an Admiralty grant. Prior to this large machining jobs were taken to Gridley Miskins on Kingston Bridge.

After the War the yard was largely involved in repairing and restoring craft that had been laid up during hostilities, licences for acquiring timber for leisure purposes being difficult to get. Stock levels were kept to an absolute minimum with timber and fastenings being bought in for each individual craft as required. Harry was not too fussy where the timber came from, especially in times of shortage. Some was acquired from Alfred Lockhart's in

the form of off-cuts from their work on Fairmile boats.

The distinctive fittings found on these boats came from A T Chamberlain on

Waterloo Road. They

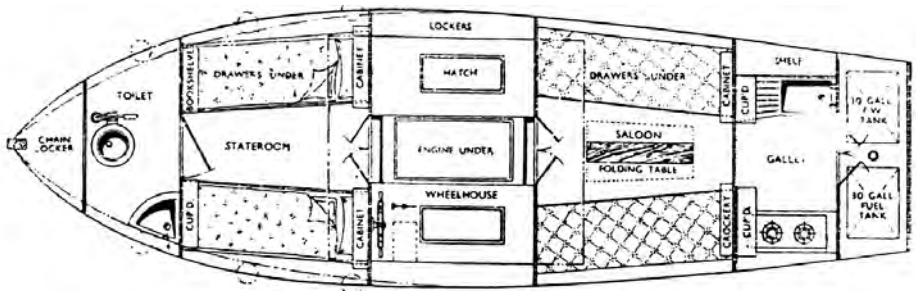
were not exclusive to Gibbs and are occasionally seen on other builders' work particularly on the Broads. (*'Mandolin'*, a gentleman's launch built by Bates, has some of these fittings.)



'Colinton' a gentleman's day launch of 1947

At about this time someone asked Harry Gibbs if his boats were good enough to go to sea (a rather impertinent question in view of their Dunkirk record). He replied: "Yes – Chelsea, Battersea, Chertsey".

Dating from this time is *'Colinton'* of 1947, a sole survivor of her type and a



Interior layout of the 30-foot standardised cruiser.



An early blue and gold builder's plaque. Note telephone number

reminder of the days when boating accommodation was rather primitive. Originally she had a head in the forepeak which required the user to open a

hatch in the deck to have sufficient room to sit on the toilet seat. She was built as a gentleman's day boat with large stern cockpit, two-berth cabin and basic cooking facilities.

At the time this article was originally written (Spring 1999) I was fortunate in being able to talk to two former employees of the yard, Ian Taylor and David Jennings, who were able to describe life at Gibbs' from the early 'fifties up to its final days. Ian joined Gibbs in 1953 aged 15. He enjoyed working in wood and won first prize in woodwork competitions at school.' Uncle Bob' was a family friend who agreed to take him on. He became the yard's first proper apprentice as previously there had only been boys employed as 'hands' but not contracted to be given any formal training. On completion of his apprenticeship the men at the yard clubbed together to present him with a 'roofing square' an indication that he was expected to work on other things than boats. The tool, which had 2ft and 18in arms set at right angles, came

with a book of instructions and had tables of figures engraved on it. It was frequently borrowed by tradesmen who could use it to work out their wages.

The yard had a work force of eight in those days, including Bob Gibbs, the 'guv'nor', Percy Smee, boat builder, George Constable, Carpenter/joiner, Harry Ingram, a former oar and scull maker from Aylings at Putney employed as a painter and maker of masts and spars, another carpenter called Charlie, a painter called Charles, Eric Lenthal, a marine engineer and fitter, "Griff", a retired policeman, and Ian.

The first boat Ian worked on was a cruiser called 'Percival Oberon' where he helped 'shoot-up' planks and hand over tools. "You were not allowed to do very much. You started by man-handling great lumps of oak about and using mangle rollers.

Another apprentice's job was to get the fire going for the temperamental boiler used for steaming timbers, or 'holding on' for a riveter." All the machinery was belt driven and David Jennings remembered that he often had to crawl into an awkward spot to put back a belt that had come off a pulley. Shortly after electric machinery was introduced Percy Smee lost two fingers while working with a circular saw. They were handed back to him in a brown paper bag. There was no insurance in those days, but Percy was promised, and got, a job for life.

Ian continued: "We were gradually worked into better jobs. When I first joined the yard, I was paid £1.25 a week. (When David joined in 1963 he was paid £2.50) Skilled men were taking home £10

a week. One tool you were not allowed to handle was the adze. That was considered too dangerous for the uninitiated. There were stories that



Using an Adze on timber

during the war Canadians came over to work in Tough's yard who could hold a sixpence between their shoe and the wood and swing the adze from behind the head and split the sixpence.

Accidents

happened when people tried to copy them.

"Generally there was enough work to keep us busy, but if there wasn't Bob would say "we'll potter". "Pottering was harder than working. It involved shifting piles of timber, sweeping the sheds out, sorting all the tools and generally tidying the yard." David recalled having to repair the corrugated iron roof at such a time. The internal gutters used to flood in heavy rain. Working conditions were fairly crude. In winter tools that had been left out in the shed were frequently rimed with frost.

Ian continued: "The design work was generally done by Bob. He did all the layouts for the interiors and had a set of moulds for the 37footers which were 10ft 6in in beam. When bigger boats were required, they were laid off on the floor and bigger bits were added to the moulds to get the extra beam. They were then

spaced apart using battens to fare them in. It was simple and straight-forward. The yard was not big enough to have a loft where you could lay-off all your patterns. We did a certain amount of drawing out on the floor. When we came to build '*Nan Tuck*', a 48footer, hardboard was nailed on to the floor and the drawings made on that to give us the patterns. The bigger boats took us about 10 months to complete."

David joined the yard because he had family connections with working in wood. A job at Gibbs was the first on a list given to him by his careers master.

One of the most interesting commissions carried out at the yard during their time was Henry VIII's barge for the film *A Man for All Seasons*. With a length of 45ft and a 7ft beam it had an oak stem and keel. Planking was of mahogany and there was space for ten rowers and a wooden throne in the stern. Although the hull was traditionally built, all the ornamentation was supplied in glass fibre by the film company including the spectacular lion's head on the prow. Together with two other barges built locally it was taken by road to Beaulieu for filming. These barges were later used by Michael Turk for film work. They were cut in half for easy transportation and could easily be screwed together again.

Another notable boat was '*Charon*' built for David Hastings who ran Hammerton's Ferry at Twickenham. She was 24ft long with 6ft beam and of clinker construction with a single rowing position.

Gibbs' Dunkirk "Little Ships"

'Gay Crusader': A motor yacht of 35ft with 9ft beam, built in 1935. Hull mahogany on oak. Engine: Gray petrol 4cyl.

'Lady Isabelle': (see photo) An unlikely participant being a 30ft open launch with highly varnished mahogany foredeck. Built 1930: engine Gray Six. Her owners never forgave the boatyard where she was kept for allowing her to be used in Operation Dynamo. When she came back it was to a different yard.

'Quest': A motor cruiser of 30ft, beam 9ft 6in with Thornycroft engine built in 1936.

'Ryegate II': Motor yacht of 40ft with 10ft beam. Engines Perkins 4-236. Hull of pitch pine on oak. Built 1937.

Boats that Ian can remember from this time were:

'Demeter', a launch originally built in the 1930s and

'Jerobga' a V-transom launch built in the early 'fifties.

Among the cruisers were

'Joie de Vie', 37ft;

'Alistan', 33ft;

'Alistan II' 35ft built for a Mr Stanley Puddifoot;

'Montbretia' and **'Aubretia',** -

the latter being fitted out from a steel hull from Holland. Its doors were set at an angle to blend in with the lines of the boat.

The yard turned to glass fibre construction in the mid 'sixties. David remembers working on the fitting out of seven 32ft GRP hulls and completing eight lifeboats by adding thwarts and benches. On the death of Bob the yard was taken over by John Turner who moved the business down to Strawberry Vale and after a few months BP took over the site for use as a boating and recreational club for its staff. This was later bought by the Royal Canoe Club, whose headquarters are next door.

In July 1999 the TVBC held a Gibbs reunion weekend at Trowlock Island. It was organised by Guy Cook who brought his gentleman's launch **'Blue Moth'** a 28ft 5in cabin launch designed by Harry Gibbs in 1931. It was her first appearance after seven-year restoration by Guy in a makeshift boathouse in his back garden. She looked as good as new and was joined by **'Colinton', 'Lady Isabelle', 'Debonair'** and **'Aubretia'**.

(Vessels remembered by Ian and David:) Commissioned at the end of the 'fifties was 'Sally V' a 42ft cruiser built for London wine merchants Sado & King. She was launched with a memorable party.

Other boats they worked on were:

'Alida', 1963, a 42ft x 10ft 6" cruiser with twin Parsons Porbeagle diesels for a Mr Osbourne;

'Petyl Mhor', 1963, a 48ft x 12ft cruiser with twin Ford 90hp motors for Mr Ripley;

'Nan Tuck', 1964. A 48ft x 12ft with twin Listers for a Mr Scullard;

'Patricia's Pride' 36ft x 11ft double diagonal hull with twin Perkins for a Mr Amesbury (cost £10,750).

The largest boats built were 'Petyl Mhor' and 'Nan Tuck'!

Although little now remains of the yard, many of the boats built there still survive and are cherished by their owners. These will prove the most enduring tribute to the work of Harry Gibbs of Trowlock Island.



Guy Cook's beautifully restored "Blue Moth" in 2003

Known Harry Gibbs Boats

There are more than 70 boats listed on the TVBC data base as having come from this yard. Many are referred to by name only on information supplied by the late Stanley Tims, boat builder. These are not included, neither are those boats already mentioned in the main text. It is not known if some of them still exist. Date of build not given in some cases. Many have photos attached.

Alida, 42ft cruiser, 1963
 Alistan II, 34ft cruiser, 1958
 Asolanda, 27ft launch, 1945
 Autovia, 30ft twin cockpit open launch, sold 1954
 Bablock, 28ft twin cockpit launch 1936
 Bligh's Delight, 30ft launch with cuddy, post war
 Brindley, 28ft launch, c1926
 Copacabana, 36ft centre wheelhouse cruiser
 Debonair, 24ft open launch, 1922
 Druva, 30ft centre wheelhouse cruiser
 Eileen Ann, 28ft launch of 1938
 Festiva, 37ft centre wheelhouse cruiser
 Flying Spray, 30ft gentleman's launch, 1930
 King Bee, open launch c1935
 Lady Edith II, 30ft launch c1936
 Lady Hamilton, 29ft 4in gentleman's launch 1929
 Lady Madeleine, 30ft day launch, prewar
 Lady Marion, 30ft beaver-stern launch
 Lady Rita, 26ft open launch 1927

Lady Sophina, 36ft day launch 1922/3
 Lido Lady, 29ft open launch c1926
 Lilly Jane, 27ft day launch 1928
 Little Teazel, 25ft open launch 1920s
 Maid 'o Mist, cabin launch 1924
 Molina, 35ft cabin cruiser 1929
 Mountain Maid, 25ft standard runabout 1922
 Peri, 25ft motor canoe
 Pietro Santa, 29ft 3in launch 1924
 Rio, 27ft open launch 1945
 Rio IV, 26ft day launch 1930s
 Rover Scout, 30ft centre wheelhouse cruiser, pre-war
 Serenity of Hamble, 36ft centre wheelhouse cruiser 1958
 Sestrel, 30ft centre wheelhouse cruiser, prewar
 Shannon Mist, two boats of this name, 37ft cruiser and a launch 1923
 Swn-y-Mor, centre cockpit cruiser 1958
 The Francesca, 30ft launch 1929
 Tiddley Pom Pom, 30ft cabin launch 1920s
 Viking, 18ft ship's tender c1920

*Information for the original article was provided by Ian Taylor and David Jennings, the National Motorboat Museum, Motor Boat and Yachting and Guy Cook.
 John Llewellyn 2022*

Commodore's Comments



So here we are, autumn again, and many of us have now got our boats tucked up for winter, and "*Miss Coquette*" is no exception.....

However, in my case, as some of you may know, I had a stroke on 13th September, and ended up in St Peter's Hospital for four weeks, which rather messed up the usual routines...

However, with the able assistance of TVBC Member Max Main, who runs Runnymede Boats, where "*Miss C*" lives, Malcolm Jones, Chris Murphy and a couple of other yard stars, she was whipped out of the water and placed on her trailer, washed down and parked up, while I was in recovery mode, for which I must extend my grateful thanks....

In addition, Malcolm collected me with "*Miss C's*" winter covers and helped me swap her summer covers for winter so she's now tucked up nicely, again with my grateful thanks.....

It's amazing how one's boating friends come to your assistance, as recently it was time for me to organise the Ottershaw Poppy Appeal, and having recovered enough to stick my neck out and do so, our esteemed Hon. Secretary Theresa offered to help me to distribute the forty boxes and bottles out over the district. I must extend my thanks to Theresa for helping me to start the Appeal off, plus a couple of other runs including a chest x-ray, and a blood test, which would have been difficult to get

to without her able assistance, so thanks again "T"!!

I now face a six month stop to driving after the seizure I had at the onset of the stroke, which is going to delay the restoration of "*Helen Jane*", my other Pacemaker, but hopefully that brings me to March, whereupon I can get "*Miss C*" ready for the season, before continuing with "*HJ's*" restoration, aiming to get her to the Trad Festival in July.....

It would be churlish not to extend my deep thanks to all the members of the TVBC Committee who have been amazingly supportive, and also work very hard to bring you, the Membership, a mix of Rallies and social events to entertain everyone and keep the Club running as a going entity, and being involved not just with TVBC but other such ventures as ATYC, CMBA. I'd like to welcome some new Members and boats to our fold:

Ralph Webb with "Iere" a 45ft 1923 Hillyard cruiser

Granville and Christine Orange with "New Venture" a 40ft 1960 Bates Starcraft

William Howard with "Otto", an Andrews built clinker dinghy

Chris Robinson, existing Member with "Alexandria", a 30ft 1937/8 Andrews Greyhound slipper launch

So in the meantime, here's hoping you all had an excellent and peaceful Christmas, and here's to the new 2023 Boating Season!!

With Very Best Wishes,
Your Commodore,
Patrick

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CASINO ROYALE 1939 30ft CHRIS CRAFT



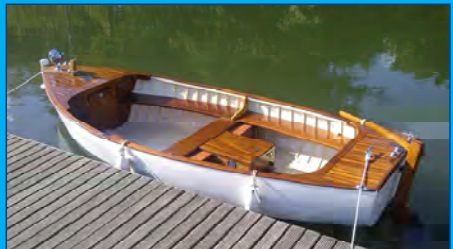
LADY EMMA 1926 THAMES CANOE



PIKE 1898 30ft SALOON LAUNCH



CLASSIC SLIPPER LAUNCH

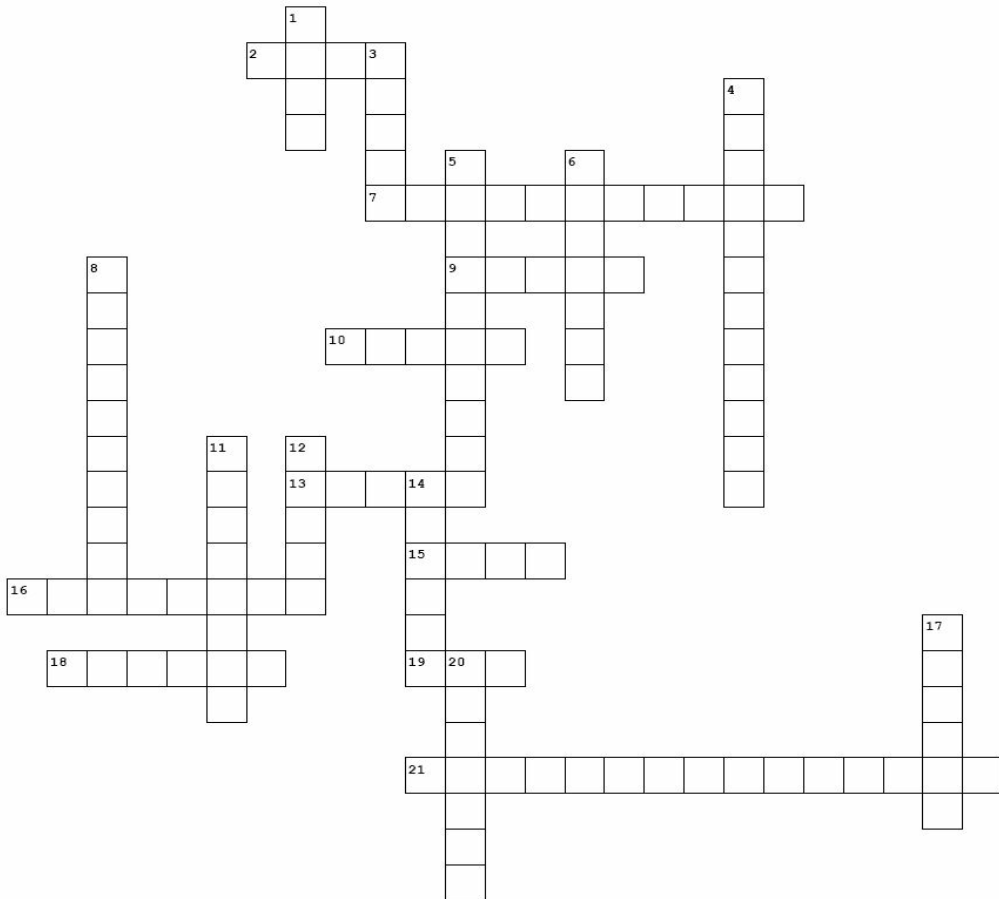


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Crossword No. 86: The lighter side of Boating



Across

- 2. A zig-Zag manoeuvre right in your path!(4)
- 7. weighted warp for inflicting injury (7,4)
- 9. Depth to the keel or gap around your vest(5)
- 10. Orderly line at the TTBF showers (5)
- 13. Red and yellow signal flag and ships cat(5)
- 15. Atmosphere onboard without the skipper(4)
- 16. fwd cabin requiring a hard hat! (3,5)
- 18. SOS or your dads spare trousers (6)
- 19. Steering gear and docking manoeuvre (3)
- 21. Rent a boat where clothing is optional (8,7)

Down

- 1. The other skippers version of events! (4)
- 3. A twin masted vessel with a hot skipper (5)
- 4. When you abruptly stop floating! (5,7)
- 5. A guest you wish you hadn't invited!(10)
- 6. Crew wear to make you look the part (7)
- 8. A feat best reserved for the kids! (4,6)
- 11. Expensive kit to run her straighteners (8)
- 12. Container for storing spent batteries (5)
- 14. Handy weight for collecting mud samples(6)
- 17. Aft mast or something you can't find (6)
- 20. An impressive publication barely used! (7)

Solution to Crossword 85

Across

- 5 Hampton Court Palace 6 Tower Bridge 7 Shakespeare's Globe 8 Eel Pie Island 9 Thames Barrier 11 St Katherine Docks 12 Borough Market 13 Royal Naval College 14 Emirates sky lift 17 Tate Britain

Down

- 1 Tate modern 2 Kew Gardens 3 Big Ben 4 Chelsea physic garden 10 Oxo tower 15 Sion Park 16 London Eye

THE BIG PICTURE: Standing out in the Thames “River of Light” Reflections parade was “Lucy Ann” owned by TVBC members Peter and Theresa Scrutton. (See p18) (Photo by Milo Robinson, Totally Thames Festival)





Thames Vintage Boat Club

The Club exists as a non-profit-making members' club for owners of traditionally constructed craft of any age or type. The criteria for boat entry is that craft should demonstrate traditional building techniques in both their design and construction. The Club magazine, 'The Boater', is published to provide a forum and keep the membership abreast of forthcoming events.

The AIMS OF THE CLUB are to:

- 1 Encourage the restoration and preservation of vintage craft.
- 2 Collate such information as is necessary to compile a detailed register of boats as an historical record.
- 3 Encourage and facilitate the exchange of information between owners.
- 4 Provide a members' club which will further and widen the interests and participation of people in all aspects of traditional boating.

Full Membership

Applications are invited from owners of vintage craft for full membership of the Club. On acceptance, the boat is issued with an enamelled plaque bearing a unique identification number, which remains the property of the Club. This should stay with the boat if she is eventually sold, as a means of tracing her through her future owners and future name changes.

Applications are only considered when accompanied by a non-returnable good quality photograph, or high-res digital image, which may be used in compiling a club register.

Associate Membership

Applications for associate membership are invited from people who do not have a traditional boat, but who have a proper interest in boating, and who will participate in and support, the activities of the Club.

Fees

Subscriptions are payable from January 1st each year. Applicants joining after October 1st are deemed to have paid for the following year. Full Membership is £30.00 per year and Associate Membership is £20.00 per year. There is a one-off joining fee of £15.00. An online application form is available on our web site at www.thamesvintageboatclub.com Any queries and requests for application forms should be addressed to the Membership Secretaries, whose contact details are:

Peter & Theresa Scrutton

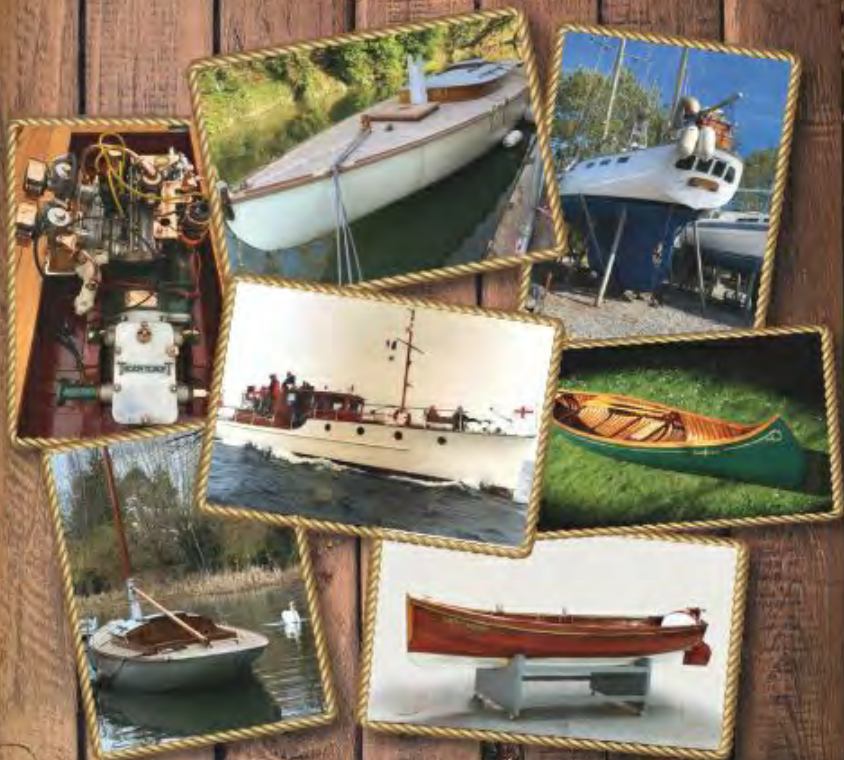
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