



Afloat in '96
The first photo found

White Cloud

built 1912 by Gann & Palmer, Teignmouth

A roughly chronological record of the restoration.



As first seen



Transported from Smarden, Kent

Heating system!
Removed & refurbished



Barbara helps
with the paint
stripping



.....to Maldon, Essex.
June 2007



Engine removed



Early days - Paint &
Antifouling removal
before the caulking was
removed



Old stem post removed, new post laminated and fitted with new bronze studs.
Old breasthook 'exploded' by rusting stem bolt. New breasthook.



Stem bolt originals!



S&L anchor winch (an eBay purchase) before, during and after restoration



Main and fore cabins before stripping



New hatch coaming made





The rudder as found, stripped and under restoration



Making new Teak grab handles



Seemingly endless paint stripping!



Fitting the new sheer strake



Re-fastening the deck beams



New cockpit corner pieces



Sheer strake nailed & deck refitted

More photos - from the early '50s and the middle '90s



Repairing/replacing damaged deck planks and applying a 5mm marine-ply cover.



Giving the cabin a front and a roof





The new Companionway and slider under construction



The 3m top section to repair the broken mast begins to take shape

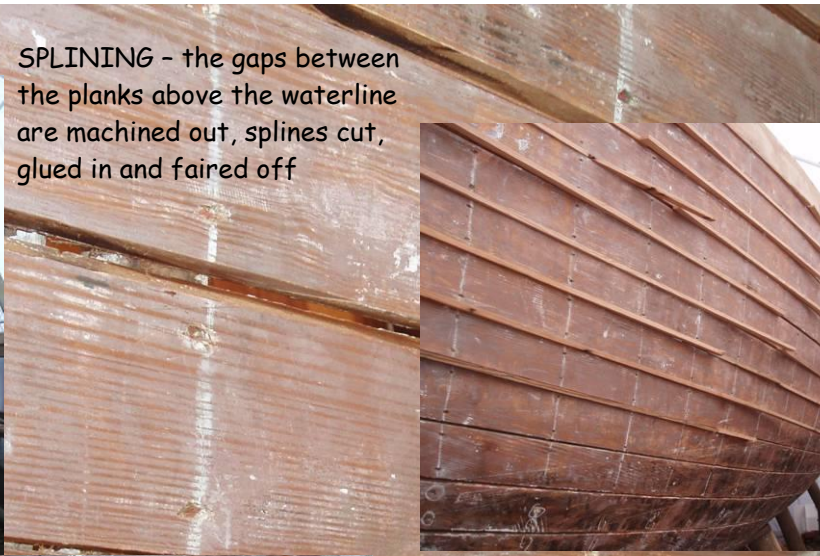


A new gas locker on the stern deck



A damaged plank section removed and a new piece scarphed in. Temporarily screwed in place - copper nails and roves to follow..

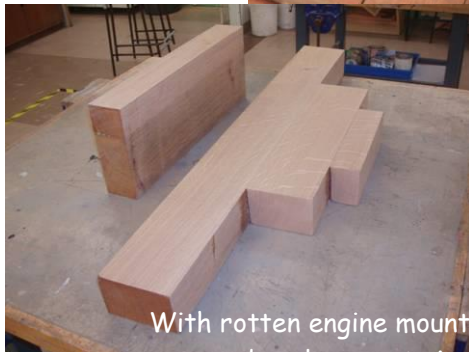
SPLINING - the gaps between the planks above the waterline are machined out, splines cut, glued in and faired off



New Navigation Table



Broken frame sections removed and replaced with laminated Elm



With rotten engine mounts/'floors' removed replacements in Oak made, fitted, drilled & bolted



Box to house the electronics under construction



Replacement 'floor' fabricated and shaped



Below the waterline 'Feathers' are glued to one side of the space between the planks to make large gaps smaller and caulkable



Navigation table and electronics box temporarily in place



First coat of primer on the port side



Rear cabin bulkhead glued-up & temporary cockpit sole in place. This will be replaced with Iroko planks in due course.



Work starts on the cockpit seats, lockers & lazarette with a temp plywood sole



The old bilge pump refurbished



I didn't want washboards and so we start the development of a drop-down, folding, companionway door & step



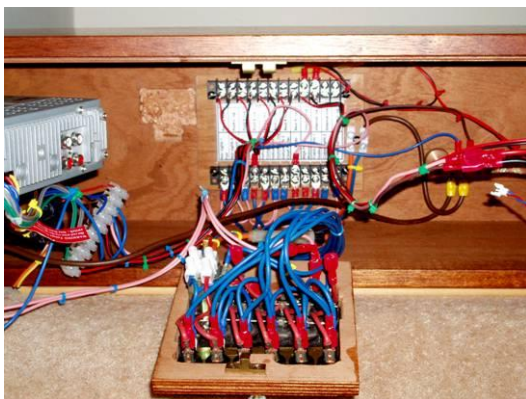
Capping the edges of the bulkhead at the nav table



Companionway slider and door completed and dry fitted. Nothing more on this until the cabin top and slider are canvassed



New piece cut in for the stern tube on the stern post



The electronics control box ready for installation above the Nav Table



New cement infill, to replace the old concrete, between the hog and garboards along the full length of the boat



The fore cabin gets painted



The galley space progressing



Re-caulking the seams begins - about 550 feet to do!

The cockpit lockers, seats, floor and engine box coaming are completed



The tiller has to bend around the Mizzen mast and so a new one is laminated from Ash strips



The new tiller before shaping & smoothing



The restored rudder gets some paint and varnish before it & the new tiller are tried in place





Barbara helps cutting the decking canvas

'Ceilings', or cabin linings, of mahogany are fitted....



... and the re-furbished port side cupboard installed



The new engine box



Test firing the refurbished stove in the garden



New engine 'floors' glued, bolted, screwed & primed



Refurbished Heads seacocks refitted

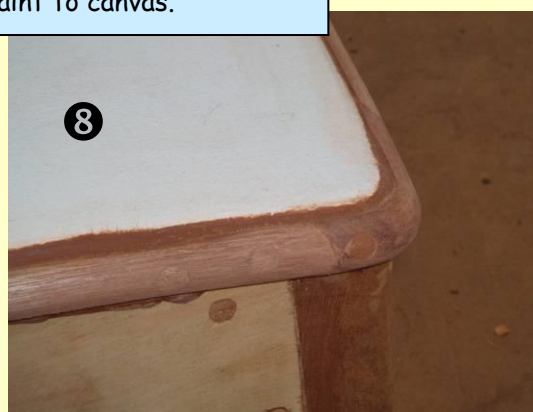
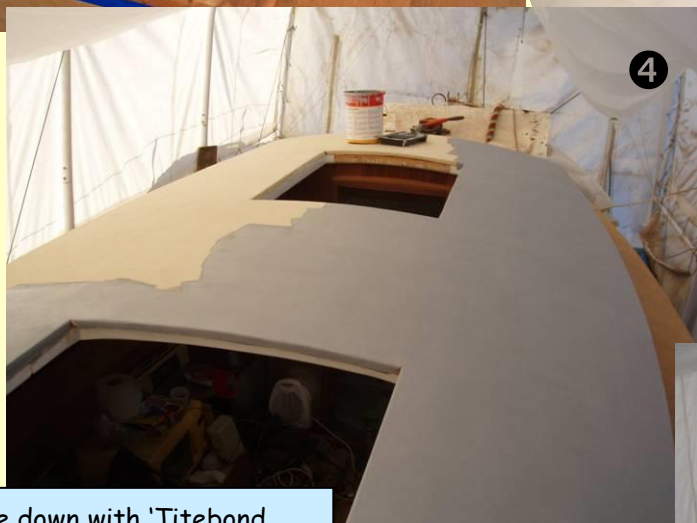
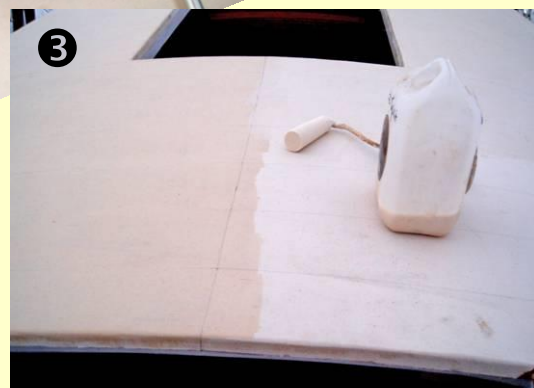


Replacement 'engine' keel bolt goes in



Cutting the foam to size for the bunks/seats; 1 Ikea mattress = 3 bunks!

Canvassing the Cabin Top



1. Glue down with 'Titebond III' waterproof PVA adhesive.
2. When dry, Iron to firmly bed canvass into PVA.
3. 'Paint' with 50/50 thinned PVA to penetrate and seal canvas.
4. Prime.
5. Undercoat.
6. Screw on half-round bead over 'Arbomast' mastic sealer.
7. Fit furniture & bed onto mastic
8. Plug, sand beading
- And to come.....
9. Apply varnish to wood & then Deck Paint to canvas.

The mast splice - part 2



Forming the 'male' splice on the original, broken, mast; sawing & rough chiselling then planing in the 1:12 splicing box. The mast is then carefully rotated through 180° & the process repeated.

Finished male splice



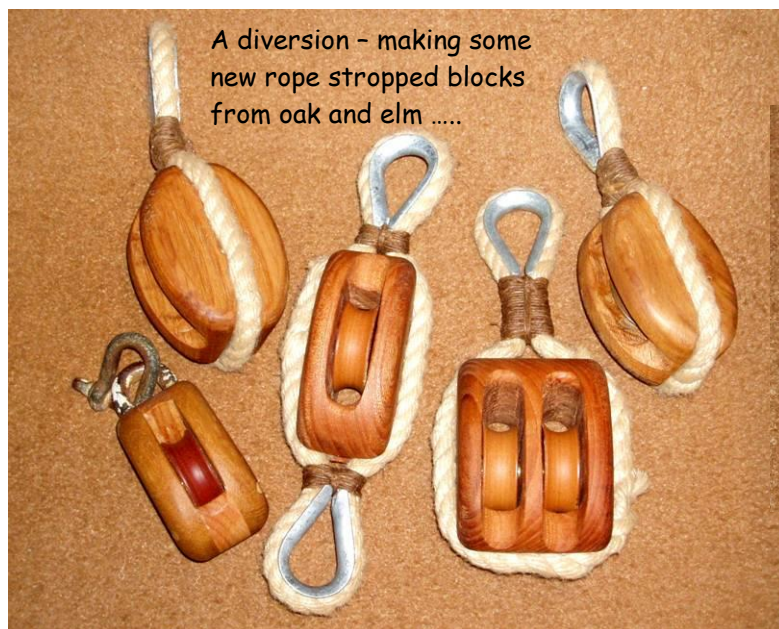
Coaming capping requires four pieces each side



Glued, screwed, plugged & faired



The stemhead re-assembled & the gammon iron re-leathered



A diversion - making some new rope stoppers from oak and elm



.... and some cheek blocks for the topping lift.



The cabin sides and cockpit coamings get their first coat of Sadolin Ultra Woodstain ...



Dezincification of a seacock mounting screw means making a replacement.



.... and after a second coat the portholes are dry fitted



The galley area has an opening porthole, more correctly named a portlight.

Due to the significant gaps in the timbers above and behind the cast iron keel, which may or may not 'take-up' when back in the water, it's decided that, together with the keel, they've all got to come off and be refitted with new screws or 'dumps'. Not what I really wanted to do!



Now it's April 2012 and it's obvious that White Cloud will not be ready to go back into the water this, her hundredth, year. Never mind, it'll have to be 2013!

Grab Rails



The new Teak Grab Rails are positioned and drilled before being pulled into place and bolted through the cabin roof. They follow the curvature of the cabin top.



The replacement heads are installed and new hoses & anti-siphon loops connected.



The original fore cabin locker panels are stripped of many coats of paint and re-fitted - new shelves & fresh paint required



- 1) Bob helps with the gluing.
- 2) Ironed and sized, surplus is trimmed
- 3) Hatch coaming fitted
- 4) Primer applied
- 5 - 7) All primed

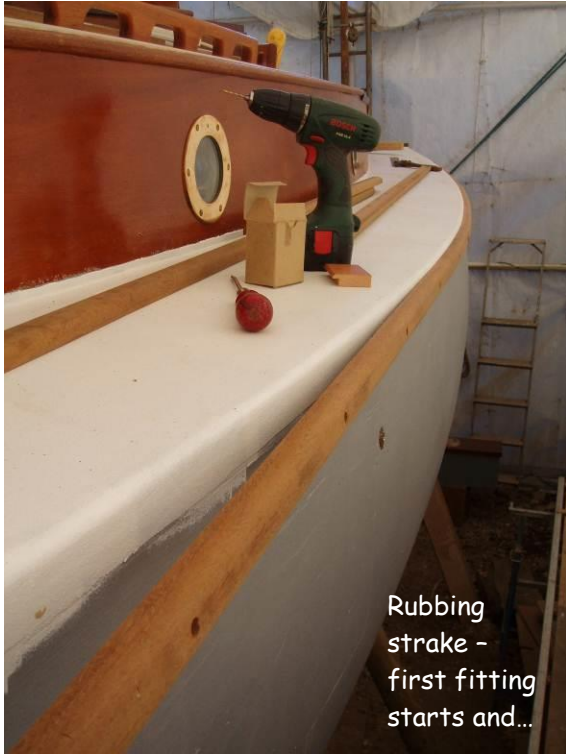
Canvassing the Decks - initial stages



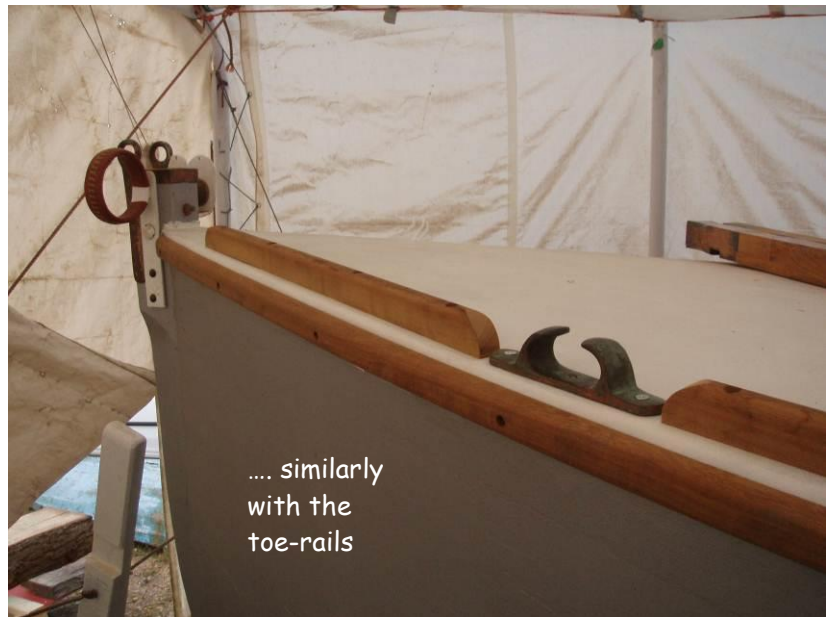
Undercoat & Deck Paint to follow in due course



Making and fitting the moulding to seal between the cabin coamings and the deck



Rubbing strake - first fitting starts and...



.... similarly with the toe-rails



First fitting of rubbing strake & toe-rails completed



The re-varnished Skylight frames are refitted





Rat holes in the sails are repaired



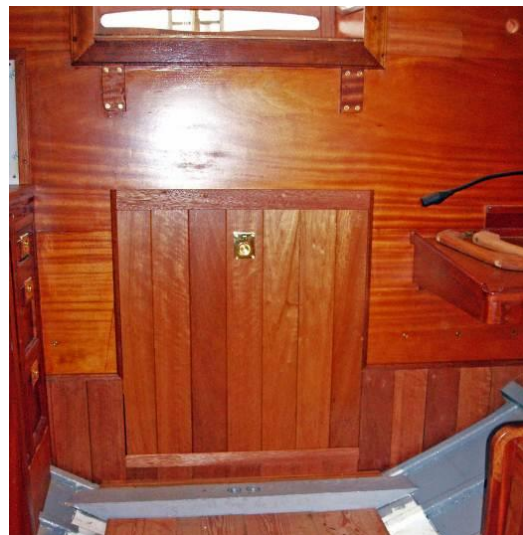
Work begins on the new companionway ladder. First fitting and trials appear successful!



A removable panel for the engine access space in the rear bulkhead is made and fitted.



Oil lamps are fitted and tested



Replacing the keel timbers

Including removing the keel bolts & dropping the cast iron keel



A composite showing the keel timbers that need to be replaced with new oak.



The Oak 'tree' arrives



The first chain-saw cut was NOT good! However, subsequent ones were much better and the first shaping process is completed.



The old keel bolt from under the engine



The remaining bolts are extracted - 7 in all



Sleepers & 'sledges' in place ready to receive the lowered 1½ ton cast iron keel.



The cast iron keel is lowered using hydraulic jacks





Replacing the keel timbers 2

The jacks are then used to push the keel aside...



... and out of the way for the time being.



The old timbers are now removed, measured and taken apart. Just one piece will be re-used - maybe!



The keel shoe/rudder support is removed and sent off for grit-blasting and re-galvanising.



With measurements & paper patterns, work starts on shaping the replacement Oak timbers. Naturally nothing is square & no curves smooth!



Replacing the keel timbers 3



The new timbers are tested against the re-galvanised shoe.



Bitumen felt and adhesive are removed and loose rust wire brushed from the top of the cast iron keel..



.. and a sealing coat of epoxy resin applied



Layers of epoxy filler are applied and faired off with a long (sanding) board



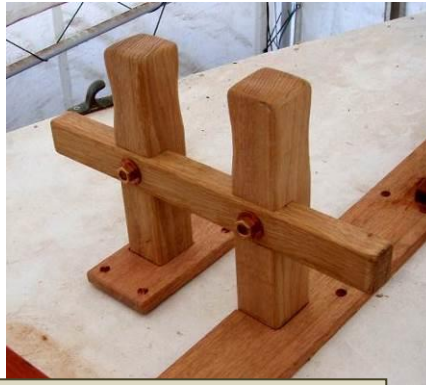
With the iron keel moved and loosely bolted back into place, the new main timber is offered up and after some adjustment, manoeuvred into position



On the Foredeck



Old Bowsprit Bitts



New Bowsprit Bitts



New Mast Bitts



The Anchor Winch



Anchor Chocks



With Mast Collar and Mast Bitts in place, all now ready for the varnish

The mast splice - part 3



The splice has epoxy adhesive applied and is then cramped together using 'Jubilee' type clips and ordinary hand cramps.



After final shaping and sanding the pleasing splice is revealed.
The first coat of woodstain is applied.



Replacing the keel timbers 4



Deep holes are required under the keel to enable the drilling through for the keel bolts,



With all the bolts in place, the iron keel is lowered to allow bitumen mastic and felt to be applied to the surfaces that will be in contact with wood. Similarly, then the timber is lowered for a coating of Arbomast sealant.



With the main timber fixed in position the smaller piece is offered up and dry screwed into place before final fixing with sealant and bitumen as before. Two galvanised studding 'dumps' are inserted up through the forward, deep, section for added lateral strength.



The heavy work is complete! Only some shaping and minor work to be done.



Faired and primed



A panel is made to separate the forward bunk from the anchor chain locker



Too snowy in February to go to the boat, so I start work making a cockpit 'tent' from an old sail rescued from a skip.



And covers for the fore hatch & skylight.



The refurbished stove with new flue pipe installed in the main cabin. The floor isn't really this blue!



May 2013 - Barbara helps fill and rub down the remainder of the 2800ish nail holes and the primer coats are applied.

The new engine bearers are screwed in place and await the arrival of the engine. Fingers crossed that everything fits!

(It almost did!)





The engine comes aboard



A Beta 20hp, 3 cylinder diesel unit, based on a Kubota block; indirect seawater cooled through a heat exchanger and freshwater tank. Lifted in on the long arm of the JCB and transferred to my electric hoist. Bolted down onto the engine beds and connected to the prop-shaft with a flexible coupling and clamped on shaft flange.



Pre-filter, shut-off valve and fuel pipes are fitted to the, now secured, fuel tank. The filter was later moved elsewhere to be lower than the tank.



Deck glands and sheet guide eyes fitted.



The cabin top is painted with Light Grey Deck paint.



The surveyor recommended that the hood end and garboard fixings are doubled-up to ensure as little movement as possible. 170, 1 $\frac{3}{4}$ " No.10, bronze screws are inserted!



Cheek blocks for the topping lifts & jib halyards and also the hounds are fitted to the mast.





A mixture of linseed oil putty and red lead powder (10:1 ratio) with a small amount of grease is made up and pressed into the seams over the cotton caulking. Smoothed up and painted over with primers.



Peter lends a hand as the red anti-fouling, blue 'Boot top' line and the ivory topsides paints are applied over period of three days.





Name plates are attached and the hull is looking good



Batteries in their boxes are installed in the cockpit lockers with their isolator switches. A split charge relay for charging them 'intelligently' is fitted. Port and Starboard navigation lights are fitted in their light boxes and wired ready for mounting in the mast shrouds.

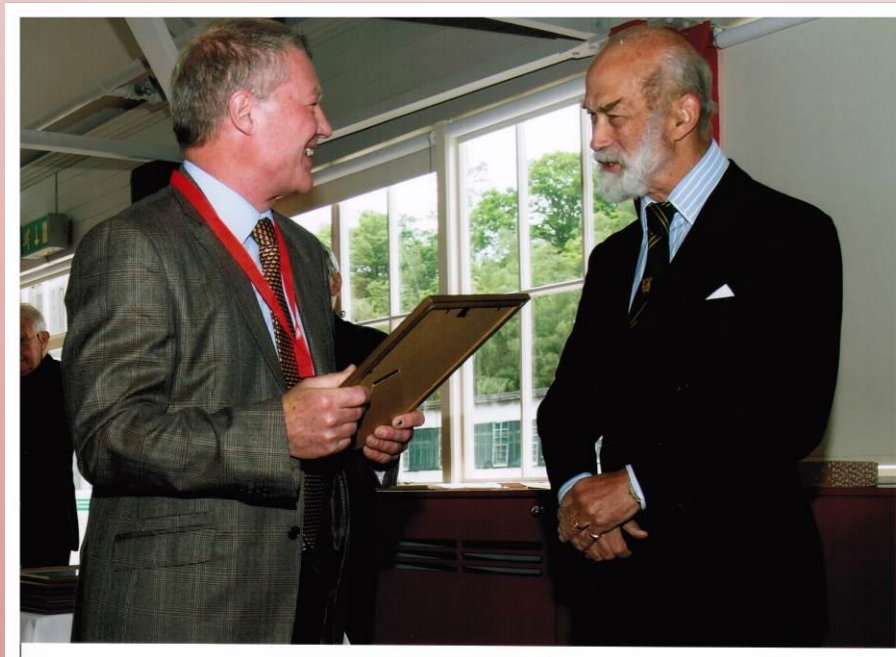
Meanwhile, Andy the blacksmith made a pattern, to my design, for the mast crane and had in cast in gunmetal. Here I dry fit it to the mast and drill for the shackle.



Transport Trust Restoration Award



Receiving my Transport Trust 2012 Restoration Award from HRH Prince Michael of Kent.



Engine gear & throttle control lever and cables are fitted

The re-launch – Monday 23rd September 2013







The new standing rigging is fitted over the mast 'hounds' and the mast is craned over the boat and stepped in the keel



With Standing & Running rigging up the mast resembles a May Pole!





Sails are bent to the spars and the jib, with its Wickham-Martin furling gear, attached to the traveller on the Bowsprit.

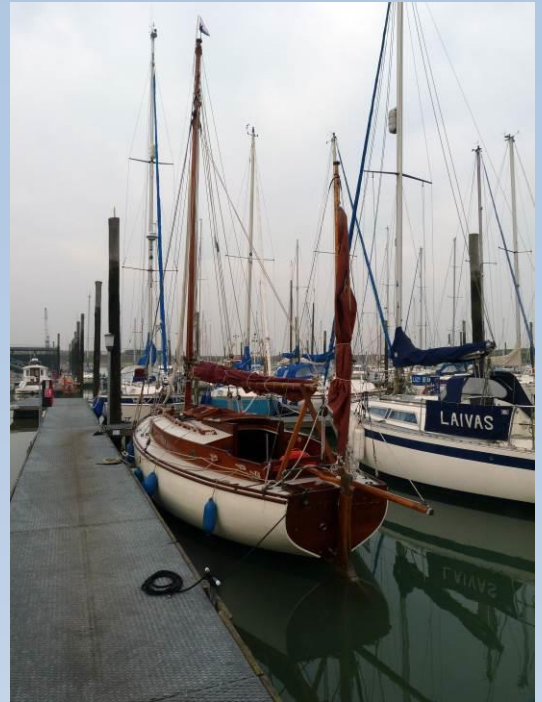


Everything ready. Waiting for tomorrow's tide

Monday 7th October 2013 - Post restoration 'Maiden Voyage'







**April 2014
Bradwell Marina**



Maldon Town Regatta – September 2014



