

NEWSLETTER.

DECEMBER 2005

From our Presidents desk.

At this time of uncertainty as to where the Trust will find a permanent home, I encourage all Members to hold firm and support their Board of Directors in the selfless work which they are performing on your behalf.

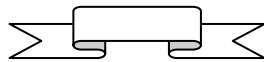
All our craft have been found good, if temporary homes, and a great deal of work is underway, to find them a new one and sponsors.

I wish to thank Charles du Cane for his contribution as Chairman, and much regret his decision to retire. However, Charles remains a member of the Trust, and on the Board of Directors, and can be called upon to advise us.

Meanwhile, we have a home, courtesy of the Military at Marchwood, and my belief is that good news will materialise in the New Year.

Thank you for your continued support, and very best wishes for Christmas and the New Year to you all.

Vice Admiral Sir Roy Halliday RN KBE, DSC.



The end of yet another year approaches, with many changes happening to the Trust.

As you know, this has been our last year at the Husbands shipyard sheds in Marchwood, and with our lease expiring on the 30th September 2005, we have moved out of the sheds.

At the time of writing, we are ensconced in the Military Port grounds of the Sea Mounting Centre at Marchwood.

The Officer Commanding the SMC has kindly offered us accommodation, not only for our office portacabin and stores containers, but also a berth afloat for ST1502 alongside a quay within the Military Port. We are of course extremely grateful to the Colonel for this kind gesture.

We have to pay a small rental for the ground space used, but the ST1502 is berthed at no cost to the Trust.

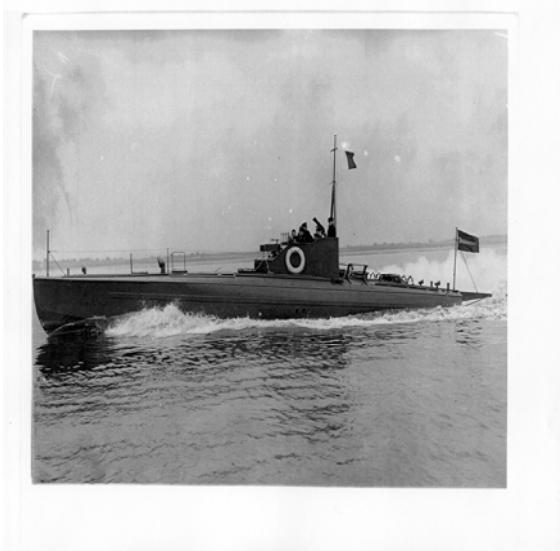
It is a time for a short rest period, whilst the search continues for a permanent home, with our eye firmly fixed on the proposed new Maritime Centre at Poole.

To this end we are now working closely with EISCA (Eyemouth International Sailing Craft Association) and hope to bring you some good progress reports in the new year.

Our need in the long term is for a permanent home, but we need to keep an eye open for any opportunity that comes our way, which will allow a more user friendly site to be acquired, in the short term. The SMC site requires that we have to complete security forms and sign in each time we visit the office. The ultimate in security, but the tendency is to visit the office only when necessary..! We have installed a generator for our power needs, but with winter fast upon us, the intention is to "hibernate" for a month or two, much as we used to do at the sheds. Work continues however to find a way of improving our lot.

The situation regarding the boats still owned by the Trust is as follows.

1. **MTB331**. Stored at Upper Heyford in an aircraft hangar, controlled by EISCA. The application



for HLF funding will be actively followed up in 2006. She is shown here as she leaves the Trust, on 22nd September 2005. Photographs courtesy Clive Frampton, and Vosper Thornycroft Archive.

2. **S130**. This boat remains at Mashfords in Cremyll, and the responsibility for her future has been passed to EISCA, who now own the yard. It is hoped to pursue her restoration, and the possibility of a new home for her as well.



Gosport 1945



Mashfords, Cremyll. Plymouth 2005.



3. **RASC Humber.** Whilst this boat does not belong (in fact she never did belong) to the trust, her new owner, a Life Member of the Trust, has indicated that he is willing to let the boat return to the care of the Trust, when a suitable final home has been found. In the meantime, her restoration will continue, at a site in Norfolk.



Humber at sea, departing Husbands and arriving at her new home in Norfolk. 1st April 2005.

4. **ST1502.** This boat has been the subject of a long restoration at the Trust. Originally donated to the Trust by private deed, her restoration was completed this year, and she was physically launched on the 25th May 2005. On the Monday 30th May, she was officially launched with the entire volunteer restoration team, along with the donor Mr. Wright being present at the occasion.

During trials, it was discovered that the maximum speed available was 14knots. The injectors were removed and serviced, and a compression test was carried out. This produced no improvement in her performance.

After in depth investigation, it was discovered that the supposed 130hp engines are in fact 105hp. This means that the propellers are pitched incorrectly.

It is intended to remove the fuel pumps and service these, in order to achieve similar maximum revolutions on both engines, as the starboard engine lags behind the port engine in this respect.

Once this has all been done, consideration will be given to re-pitching or replacing the propellers.

The boat has undertaken a number of "trips", which have produced good revenue for the Captains Boat Club, to which 1502 belongs.

One such trip was to attend the Spithead Naval Review at Portsmouth on the 27th and 28th May 2005. This proved to be an exciting event as we tried to keep up with the Royal Navy doing 20knots, for the sail past Her Majesty the Queen..!

On another occasion, the starboard engine gearbox refused to go astern. The gearbox was removed and overhauled, and replaced.

She has been removed from her pontoon mooring and is now resident at SMC Marchwood.





Pictures above show Mr Wright (in wheelchair) with the restoration team, at best speed and at the Spithead Review.

The launch day was well attended by many members of the trust as well as those invited guests who have all helped in the restoration process of all our boats.

5. FMB (Fast Motor Boat) 43597.

Ark Royal has made spectacular progress over the last 12 months, under the team lead by Rodger Woodhams. Unfortunately it was found impossible to complete her restoration prior to the evacuation of the sheds at Marchwood, and she has been moved to the safety of the hangar at Upper Heyford. She will remain at this location until such time as a suitable venue has been established here in the Southampton area, for her restoration to continue, and sufficient funding is available to complete this operation.



Ark Royal, at Marchwood.

Rodger, John, Jimmy and David.

Engine in. Rodger & John.



Standard 25ft FMB.



On her way to Upper Heyford 29/09/2005.



6. 1387. 63ft Pinnacle.

This boat lies afloat under the Itchen bridge here in Southampton. She has been offered to the Trust, and we are doing our best to get her on strength. We have a free berth here in Southampton, for her for a period of about 18 months. She will need to be slipped, and some attention paid to her main engines. Thereafter, much TLC will be required.

7. FMD 5004 (ex HMS Dainty)

Donated to the Trust by a resident of Southampton, she has been the underdog when it comes to restoration. Considered by some to be a waste of time and money, she has however made great progress. Her hull is now sheathed. The inside has been sandblasted and well epoxied, repaired and painted. Her engine was briefly fitted, but we have decided to put the engine up for sale, to allow the purchase of a 14 man liferaft for ST1502. She will be brought up to a fully restored static condition, and when funds allow, an engine will be sourced and fitted, and she will become waterborne.



Collection, February 2002 Engine fit, new fuel tank & seats Exit Marchwood. 30/9/05.

From the Vice-Chairman.

Much has happened since your last newsletter. Sadly Charles du Cane, our Chairman has had to give up. He will be sorely missed. As his Deputy, I have taken over the job until such time as the Board elects a new Chairman. As our lease of Husbands neared its end, life became increasingly hectic. Our main objective was to get all our boats under cover for the winter months, in suitable accommodation. This was successfully achieved, but it was a close run thing and some people were not happy, but there was little choice. The office and stores are located in the portacabin and 3 containers. Dainty is housed in one of these. Dunkirk Little Ships also have 2 containers on our site. These are all situated, believe it or not, in the "Sausage Compound" within the Marchwood Military Base, now known as the Sea Mounting Centre. We are more than grateful to the Army for this

privilege. Within days of our leaving Marchwood the sheds came down and the site is now a concrete platform. I feel it is a loss to the area and a bit of local history has gone forever . Those of us here at Marchwood are acting as a contact point for Members and as support for the very active 1502 group. I, on behalf of the Board, would like to wish all Members a very happy Christmas, and look forward to a good New Year.
Major the Honourable Peter Baillie JP.

The Team.

Throughout the trying times now behind us, whilst moving on, the unstinting work put in by a staunchly supportive group of Volunteers, cannot but be applauded. You are all unnamed, but without the dedicated support of each and every one of you, the Trust would not be what it is today. Thank you.

History.

The support which Phil Simons continues to offer the Trust, by answering the many historical queries which we receive from visitors to our web site, is greatly appreciated. Phil's knowledge knows no bounds, and is an essential part of our record keeping.

Engineering.

Alan Cartwright has expertly answered the call for help, with the many technical and engineering problems we have encountered over the years. Without Alan's expert knowledge of the MCA requirements for our boats, we would not be afloat today. The Trust owes Alan a big thank you for this past support.

Membership.

Membership Secretary Tony Alston advises that we have a strong Membership of 216 at this time. Tony wishes to thank all of those Members who pay their annual subs by bankers order, who have kindly attended to the paperwork required, to enable your much appreciated financial support to continue to flow into the Trust.

The support given by all our Members throughout the transition period has been fantastic. Despite gloomy forecasts that our Membership would decline rapidly, this has not been the case. We are actively seeking new members, and in the next 12 months will make every effort to double the present figure.

Thank you all.

Archives.

Archivist Clive Frampton has amassed a huge collection of photographs and boat plans. These are invaluable as historical reference tools, and are regularly called upon by visitors to our website.

Should you know of the whereabouts of any photographs correspondence or plans relevant to the Archive, please let Clive know. Attics and old suitcases have been known to hide many a valuable document. Let us know we will come and collect !

Fund Raising.

One of our most urgent and important functions has to be that of fund raising. We need to acquire funding in the region of £20,000.00 to float out 4 boats. In the case of 1502, we need a 14-man liferaft. "1387" needs to be slipped and cleaned.

Any ideas Members may have to boost our funds, or ideas as to how best to raise funds, would be very welcome.

We need approximately, the following amounts for each boat.

Ark Royal £10,000.00 : **ST1502** £2,500.00 : **"1387"** £5,000.00 : **Dainty** £2,500.00.

Finance.

Denis McCann is busy putting the final touches to our final "old" Trust figures.

We extended the year-end, so as to save on accounting costs, and the balance sheets will be circulated to you all in the New Year. All the assets from the "old" trust have been transferred to the "new" Ltd Trust on September the 30th 2005.

At this time the balance in the general account is £5134.00. All this will be needed to cover accountants, insurance, rent in the years ahead, so we have to be extremely careful how we spend it.

The "restoration" account, which serves as the Captains Boat Club account, has an amount of £375.00. This all belongs to 1502. Her fuel pumps are presently away being overhauled, so this will revert to about zero. All funds donated for a particular boat are ring fenced for that boat, in this account

You can see how much we appreciate your Membership, as it gives us the means by which we keep everything going.

Once again, any donations, or ideas as to how we can raise funds, would be gratefully received and very much appreciated.

Contact details.

Major the Honourable Peter Baillie JP.
Vice-Chairman.
"Wootton Hall."
New Milton.
BH25 5SJ.
01425 613722.

Clive Frampton.
Archivist.
2 Harvey Court.
Blackfield. Southampton
SO45 1SG.
023 8089 7198

Tony Alston.
Membership Secretary.
"Sol Rest".
2 Dane Close.
Blackfield.
SO45 1ZY.
023 8089 2638.

Richard Hellyer.
Secretary/Treasurer.
9 Lime Close.
Dibden Purlieu.
Southampton.
SO45 4RD.
023 8084 3333.

e-mail address : boats@bmpt.org.uk

web site : www.bmpt.org.uk

The web site has a "Forum" where interesting discussions are able to be held. Our thanks to Ted Else who patrols this Forum, and does a marvellous job, keeping discussion going. Many thanks Ted.



(Photo courtesy Daily Echo)

Dainty leaves the Husbands Sheds, 1200 the 30th September 2005.

David Ross, Mike Gilling, Peter Baillie, Clive Frampton (behind the boat), Richard Hellyer, Terry Ford.



MTB 71 at her new home IWM Duxford.



1502 arrives at SMC Marchwood 28th November 2005
Fred Gale and Tony Humphries.

STOP PRESS.

We have just reached an agreement with the Coastal Forces Heritage Trust, that we link our websites and share our experiences and newsletters in the future. We hope to arrive at a similar situation with the ASR and MCS Club.

This will enable us all to benefit from each other's camaraderie and knowledge.

BMPT Ltd will try and arrange a get together next year, we can always collect everyone with our boats afloat..

