



East Coast Sail Trust

(A Registered Charity - No 263100)
Sea Training for young people aboard the Thames Sailing Barge "THALATTA"



Nick Hayward
Millstones
Mill Lane
Brandeston
IP13 7AP

Tel: Earl Soham (01728) 685465

December 2007

Thalatta Centenary

I am writing, via the Brandeston website, to seek your support for the East Coast Sail Trust whose purpose is to run the sailing barge **Thalatta** for the benefit of young people, some of whom are disadvantaged or have special needs, and to conserve a vital maritime vessel.



Fig 1 – Thalatta in all her glory, at work

Thalatta is 100 years old and retired from commercial service in 1967 to undertake her present role of providing 5-day voyages for youngsters aged between 9 and 14. During this second phase of her career, Thalatta has benefited over 10,000 children who have learnt many life-changing lessons from teamwork to self-reliance, responsibility to understanding true values. We are proud that many of the early crews now bring their own children to Open Days to explain their experiences, and we are able to provide copies of the actual logs of those cruises.

Chairman
Joe Brannigan
6 Wellington Road,
Maldon,
Essex,
CM9 6HL
Tel: 01621 854181

Hon. Treasurer
Derek Adams
Rockleigh
Devonshire Terrace
Coniston
Lancashire
Tel: 015394 41732

Hon. Secretary
Gill Woods
55 Wallace Binder Close
Maldon
Essex CM9 6LG
Mobile 07813 276784
e-mail: Thalatta@arley6.fsnet.co.uk

Gift Aid etc
Gary Diddams
6 Chaucer Close
Maldon
Essex CM9 6DA



Fig 2 – End of the Norwich School group’s voyage

In her 100th year, the Trust has undertaken a major refurbishment of Thalatta so that she will be able to resume her educational role, as well as preserve the vessel for future generations. The estimated cost of this work is £1.1 million and we are supremely grateful that the Heritage Lottery Fund has agreed to provide 66% of the total, leaving the Trust to ‘match funds’ for the remainder. The Trust has been highly successful to date and only now needs to find £180,000 to ensure completion of the project which is progressing on schedule and within budget. Thalatta is due to be re-commissioned in Q2 2009.

For your interest I have pleasure providing the latest update on the progress of the Thalatta Centenary Refurbishment Project as of December 2007 in the outline that follows.

We are pleased to be able to report excellent progress on the project to date which has now been running for 18 months. The early part of 2006 was somewhat dispiriting because this stage involved dismantling our lovely old vessel in order to get to the root of the rot problems, and this clearly meant removing a great deal of the old timbers to get back to a sound base. Having done that, however, and taken stock of the additional work which was revealed in the process beyond our original estimation by professionals, the shipwright has made astonishing progress in restoring the massive frames, stem, sternpost and deadwood and we are very happy with how the work is progressing. The pictures below illustrate how matters have moved on:



Fig 3 – May 06 – a worrying time

Fig 3, revealing the extent of the problem; it seemed never-ending..... However, once the rotten material had been removed it was time to be constructive and start replacing with sound wood. Thalatta is being restored with the highest quality material so that she will be authentic and can resume her normal role in traditional form.

Chairman
 Joe Brannigan
 6 Wellington Road,
 Maldon,
 Essex,
 CM9 6HL
 Tel: 01621 854181

Hon. Treasurer
 Derek Adams
 Rockleigh
 Devonshire Terrace
 Coniston
 Lancashire
 Tel: 015394 41732

Hon. Secretary
 Gill Woods
 55 Wallace Binder Close
 Maldon
 Essex CM9 6LG
 Mobile 07813 276784
 e-mail: Thalatta@arley6.fsnet.co.uk

Gift Aid etc
 Gary Diddams
 6 Chaucer Close
 Maldon
 Essex CM9 6DA



Fig 4 – July 06 – the main frames replaced

The first main task was to replace the frames and these number around 100. The ones above are solid oak and simple and straight but those in the bow and stern are highly complex in shape and must be formed by the hand of a highly skilled shipwright; ordinary chippies won't do. All oak is treated to prevent drying out during the project.



Fig 5 – November 06 – the worn forefoot replaced

The forefoot had been largely worn away because it takes the main load when grounding and drying out which is a common practice for a sailing barge. This time fashioned in opepe.



Fig 6 – November 06 – the massive stem replaced and winter shelter in place

Above the forefoot the huge stem has been replaced as one of the key strength members of the vessel. The strakes are in place to help maintain the correct curvature of the hull at the bow and will be removed as the planking is installed. The winter cover has proved an excellent investment because it allows work to continue in inclement weather as well as protecting the open hull from the elements.

Chairman
 Joe Brannigan
 6 Wellington Road,
 Maldon,
 Essex,
 CM9 6HL
 Tel: 01621 854181

Hon. Treasurer
 Derek Adams
 Rockleigh
 Devonshire Terrace
 Coniston
 Lancashire
 Tel: 015394 41732

Hon. Secretary
 Gill Woods
 55 Wallace Binder Close
 Maldon
 Essex CM9 6LG
 Mobile 07813 276784
 e-mail: Thalatta@arley6.fsnet.co.uk

Gift Aid etc
 Gary Diddams
 6 Chaucer Close
 Maldon
 Essex CM9 6DA



Fig 7 – November 06 – the sternpost and deadwood replaced

Once again in opepe, the deadwood at the stern has been installed together with the massive post on which the rudder is hung. Above that, the old frames await their replacement.



Fig 8 – February 07 – The refurbished central keelson and complex frames at the bow

A sailing barge does not have a conventional external keel as the vessel needs to be able to dry out on hards between tides for loading/unloading, but a huge central girder runs the entire length. Here Thalatta's central keelson has been refurbished and re-fixed to the new and very complex shaped frames in the bow.



Fig 9 – February 07 – exceptional craftsmanship

As in the bow area, the stern frames are very complex in shape and 'grown bends' have been used extensively for maximum strength.

Chairman
 Joe Brannigan
 6 Wellington Road,
 Maldon,
 Essex,
 CM9 6HL
 Tel: 01621 854181

Hon. Treasurer
 Derek Adams
 Rockleigh
 Devonshire Terrace
 Coniston
 Lancashire
 Tel: 015394 41732

Hon. Secretary
 Gill Woods
 55 Wallace Binder Close
 Maldon
 Essex CM9 6LG
 Mobile 07813 276784
 e-mail: Thalatta@arley6.fsnet.co.uk

Gift Aid etc
 Gary Diddams
 6 Chaucer Close
 Maldon
 Essex CM9 6DA



Fig 10 - February 07 – the 50ft chine keelsons being pressed into position

In larch this time, the chine keelson is being bent into position to provide outstanding strength along the frame/bottom joint along the length of the ship. Larch is preferred because it is flexible enough to adopt the required curve but also allow the ship to flex when settling onto an uneven surface as the tide drops.



Fig 11 – June 07 – the Whale (side-plank) installed - a key reference for replanking



Fig 12 – October 07 – doubled hull planking

Chairman
 Joe Brannigan
 6 Wellington Road,
 Maldon,
 Essex,
 CM9 6HL
 Tel: 01621 854181

Hon. Treasurer
 Derek Adams
 Rockleigh
 Devonshire Terrace
 Coniston
 Lancashire
 Tel: 015394 41732

Hon. Secretary
 Gill Woods
 55 Wallace Binder Close
 Maldon
 Essex CM9 6LG
 Mobile 07813 276784
 e-mail: Thalatta@arley6.fsnet.co.uk

Gift Aid etc
 Gary Diddams
 6 Chaucer Close
 Maldon
 Essex CM9 6DA



Fig 13 – November 07 - now the internals, looking forward



Fig 14 – November 07 - installing the deck beams, looking aft



Fig 15 – December 07 – Hull planking nearing completion

Chairman
 Joe Brannigan
 6 Wellington Road,
 Maldon,
 Essex,
 CM9 6HL
 Tel: 01621 854181

Hon. Treasurer
 Derek Adams
 Rockleigh
 Devonshire Terrace
 Coniston
 Lancashire
 Tel: 015394 41732

Hon. Secretary
 Gill Woods
 55 Wallace Binder Close
 Maldon
 Essex CM9 6LG
 Mobile 07813 276784
 e-mail: Thalatta@arley6.fsnet.co.uk

Gift Aid etc
 Gary Diddams
 6 Chaucer Close
 Maldon
 Essex CM9 6DA

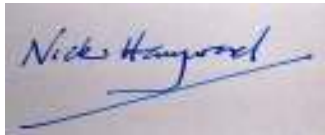
From the pictures you will see that the project is on schedule, by having achieved the re-framing by the end of February 2007 and now approaching the end of hull planking.

The Trust is pleased with progress to date achieved with the greatly valued support of many sponsors who recognise how important it is that Thalatta continues in her current role. Additional work has been revealed during the dismantling process beyond the original estimate and we have successfully approached the Lottery for a supplement to its award but the Trust needs to 'match funds' as indicated earlier since now the challenge is even greater. We are delighted that the Lottery has reaffirmed its commitment to the Project, whose total cost is now of the order of £1.1m of which the Trust has to find approximately £370,000 from gifts and donations, and good progress has been made **but we still need to find £180,000 to complete the match funds.**

The summary above shows how well the project is progressing, and so we are approaching you to ask if you would consider supporting our quest for funds, so that we can conclude a highly successful project?

Should you have any queries about the project please contact me.

Yours sincerely



Nick Hayward
Thalatta Support Group
on behalf of the Trustees of the ECST

Chairman
Joe Brannigan
6 Wellington Road,
Maldon,
Essex,
CM9 6HL
Tel: 01621 854181

Hon. Treasurer
Derek Adams
Rockleigh
Devonshire Terrace
Coniston
Lancashire
Tel: 015394 41732

Hon. Secretary
Gill Woods
55 Wallace Binder Close
Maldon
Essex CM9 6LG
Mobile 07813 276784
e-mail: Thalatta@arley6.fsnet.co.uk

Gift Aid etc
Gary Diddams
6 Chaucer Close
Maldon
Essex CM9 6DA