

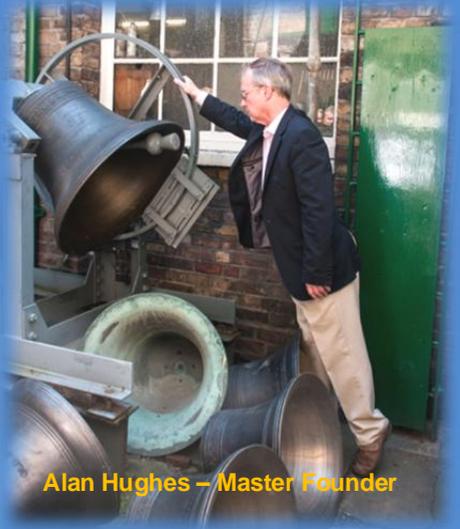
TSCC

Two sticks and
an apple



Say the bells

of Whitechapel



Alan Hughes – Master Founder



LINCOLN'S INN



JUST THE ONE! – At Denbies

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Whitechapel



Chairman's Log



I am pleased to report that we are continuing to have a good year thanks to the hard work put in by the committee.

In **April** some of us went to see the Massed Bands of Her Majesty's Royal Marines performing at the Royal Albert Hall. The full of colour and excitement of this Mountbatten Festival of Music was spectacular and proved once more to be most enjoyable.

During what must have been the windiest day in **May**, we made our way to Denbies Wine Estate for a tasting, tour and lunch. There were varying opinions about the wine, the biggest complaint

being that there was not enough of it.

The down river cruise to Limehouse in **June** included a visit to Wapping Police Station Museum which proved fascinating; a trip on the new cable car across the Thames (Do not forget your Oyster Card); a tour of Lincoln's Inn which made us realise why legal advice is so expensive; and last but no means least a most interesting visit in the steps of Prince Charles to the Whitechapel Bell Foundry. It was amazing to see the antiquated conditions that the craftsmen work in.

Our visit to "Hearing Dogs for Deaf People" to see the training of dogs to alert deaf people to important sounds and danger signals was truly amazing. Our guide was completely deaf, but what a lip reader. Max had to be very careful what he said in a quiet voice.

Those of us who went to the Royal Society of St George Annual Charity Ball were wowed by 47 musicians from the band of Her Majesty's Royal Marines Portsmouth, and on top of that the food was excellent.

Most of our boaters are keeping their fingers crossed that the current good weather will last for the club up-river trip to Hurley. Rosie has already put the Pimms onboard Orlando and I have stowed the club's new marquee under the bed. Ray is polishing up the horse shoes he "acquired" earlier in the year during our visit to the Mounted Branch, whilst Bob and Diana have been burning the midnight oil preparing another quiz for us. (I hope)

Just a reminder that as a Scout Active Support Unit, one of the aims of the club is to provide grants to deserving Scout and Guide causes. Although our funds are limited, we still want to receive written requests for financial help that will benefit Scouts or Guides.

Do not forget to visit our website at: www.ThamesScoutCruisingClub.org.uk. Peter is still looking for anyone who may be interested in advertising in this newsletter, or on the website.

Having drafted this log in the wee small hours of the morning in order to meet the editor's deadline, I feel confident that we will have good weather for our upriver cruise. Please keep everything crossed.

David



SWIFT of STANILAND

22ft Triple Cockpit Wooden Runabout c.1920s

Staniland of Thorne has long been a name associated with quality. The boating world will be familiar with Staniland from its humble beginning some 150 years ago up to the present day. From the gentlemen's' motor yachts of the 20s and 30s to the Hylander Class steel cruisers in the 70s and 80s. Through two World Wars – repairing lifeboats and building sea plane tenders – to more recent times with the narrow boats and steel motor yachts of French & Peel. Although the yard has changed hands several times over the years, the underlying philosophy has remained the same: quality craftsmanship.

The Sherry family took over Staniland in the autumn of 2000 having sold a very different, although historically allied, funeral directing business in London (in the past, carpenters & joiners were frequently also the local undertakers). So what do a pair of funeral directors know about boat building? Well, actually, quite a lot. Senior partner, Peter, bought his first boat, a 27ft wooden cruiser, in 1967, when eldest son Martin was just 6 years old. The family were soon hooked on boating and throughout the summer months Peter and wife, Mary, would pack the boys into the boat and disappear up river. It did not take Peter long to decide to buy a shell and fit it out himself, so in 1969 after much thought the family became the proud owners of a Cobra 33. Father and son spent many a happy hour on their moorings, on the Thames at Thornycroft (Platts Eyot) fitting everything from the engines upwards. The whole family, and many friends, enjoyed holidaying on her for over 25 years. Anyone boating or working on the Upper Thames in the 80s and 90s will remember CRIADERA – if only for her unusual name. (Criadera is a term used in Sherry making.) She was a regular visitor at the Sea Scout Regattas in Oxford in the 80s and could frequently be found at Longridge or on her mooring at Wraysbury – a short distance below Old Windsor.

Martin put his early love of boating to good use in the Sea Scouts and as an RYA Instructor in Powerboat, Rescue boat, Canoeing and Pulling. He worked

for Salter Brothers on the Thames, completed an engineering apprenticeship, attended Falmouth College to study Boat Building and worked at Longridge Scout Boating Centre in Marlow before joining the family business. During this time he met long term partner, Helen, also from a Scouting and boating background. By 2000 the family, fed up with the London rate-race, started looking at business opportunities further afield, and were lucky enough to come across a marina for sale in Yorkshire. It seemed like fate, being able to combine a much loved pastime with a job, so they took the plunge and moved North. At that point reality struck home, with the realisation that not only were they now running a boatyard with fully equipped repair workshops, room for 20 boats on hardstanding and its own lifting facilities, but also 2 dry docks, an 80 berth marina, a chandlery plus a pub & restaurant. A steep learning curve indeed!

Towards the end of their time in London, Peter, in his capacity of GSL of 1st Northolt Sea Scouts, had joined TSCC with SJAANMARIE a 36ft Moonraker Softrider he bought after deciding that, with the family grown up, it was time for a change of boat. Members at that time may recall SJAANMARIE's captain & crew enjoying club events – Cookham BBQs, Mad Hatter's Tea Party, race nights, quiz nights, the club's annual trip to Limehouse Basin, and one of the most memorable – London on Water Festival 1999 where a big group of club boats spent the fascinating weekend at Canary Wharf.

Thirteen years later, much water has passed under many bridges, and a multitude of different boats have come and gone at Staniland Marina, but the family is still enjoying Yorkshire life. Boats have been built, repaired, fitted and renovated over the years utilising the fantastic skills of craftsmen who have worked in the industry all their lives. In the workshop at present is a 22ft wooden lake boat of unknown origin. Unknown since there is no build-plate or makers mark on the vessel, but she has classic lines and closely resembles a Chris-Craft Cadet. She might even be a Cadet, but without provenance it is hard to prove. She was abandoned at Staniland's site some 15 years ago, and when the company changed hands in 2000 considerable effort was made to locate the owner. Eventually the owner's son came forward, but when he learnt this was not the Riva he believed it to be, he too walked away from her. She continued to sit in the back of the workshop for several more years until the company had the opportunity to start work on her.

When work finally began, she had been out of the water for well over ten years, there was no engine, the cockpits were unfinished and several planks needed replacing but her classic mahogany on mahogany construction was basically sound.

The first job was to find an engine for the vessel: a 5.7litre Chevrolet V8, which generates in excess of 220bhp, seemed an appropriate choice. This was supplied by British American Racing who build engines for Cobra replicas and racing cars. To this was added Borg Warner Velvet Drive 1:1 gearbox, and various parts from Lancing Marine enabled the engine to be marinised in-

house. A new stainless steel shaft and bronze propeller completed the assembly.

While this was going on work continued on the hull repairs. Mahogany planks were carefully shaped and steamed to fit. Traditional skills in use in a modern age. The hull was sanded, varnished and given a coat of anti-foul. Hard now to tell which planks are original and which recent, so good is the craftsmanship, and so seamless the join between old and new. Inboard the seating in the three cockpits was constructed and cushioning ordered to fit. The engine bay was prepared and vintage style hardware purchased and fitted.

Before she was launched, and after much family discussion, she was named SWIFT in the belief that that is exactly what she would become. Once the engine was installed she was launched and given a chance to 'take-up' after such a long sojourn on dry land. Amazingly it did not take long for the planks of the wooden hull to swell and become watertight, proving how well she had been built originally. Then came the moment everyone had been waiting for – firing up the engine. The mighty roar of the V8 certainly caught the attention of everyone on the yard at the time. A lovely sound, drawing involuntary smiles from all around.

For a few glorious autumn days SWIFT was driven sedately up and down the canal at Thorne, near Doncaster, to settle the engine in before being lifted again for final finishing and careful storage away from the ravages of frost & snow. Despite the coldest winter for many years, she remained snug in her temperature controlled environment and the varnish continued to build up layer on layer. Once the spring sunshine finally arrived she was again on the water being run up ready for the first service on an engine now smooth & throaty.

The varnish glorious in the sun, her shapely figure has heads turning wherever she goes, even though she is nearly 90 years old. This year she's ready for the ultimate outing – The Thames Traditional Boat Rally at Henley in July – an appropriate venue to show her off!

So now we find that life has come full circle, and the family is heading back to the Thames, albeit for just a short visit. They are still members of TSCC although now listed under Martin (GSL of 68th Doncaster Danum) as captain of his 41ft Freeman KAOS. Sadly he and his 'crew' do not get to club events these days, but they still enjoy happy memories of their time on the Thames, and continue to support the club and all it stands for.

The Sherry Family

The Sherry Family and Swift are at the Traditional Boat Rally, Henley, the weekend of 20th-21st July. They invited members to come and find SWIFT and say 'hello'. This information was sent to members by email as it was not known if this Newsletter would reach members in time.



TSCC members alighting from the vineyard train at Denbies Wine Estate – the largest vineyard in England. In 1754 the farm was owned by farmer John Denby but only became a vineyard after 1984.



Another TSCC visit was to Lincoln's Inn. One of the four Inns of Court in London to which barristers of England and Wales belong and where they are called to the Bar. This picture is inside the Old Hall which dates from around 1489. As well as its use for revels, moots and feasts it was also used as a court. It is now used for examinations, lectures and social functions.



The Master Bell Founder, Alan Hughes, gave us a wonderful tour of Whitechapel Bell Foundry. An entry in the Guinness Book of Records lists the Foundry as Britain's oldest manufacturing company, having been established in 1570 (during the reign of Queen Elizabeth 1) and being in continuous business since that date. Big Ben is the largest bell ever cast at Whitechapel (13.5 tons). Sadly, a bell that size cannot be cast at Whitechapel today because the current furnaces are only big enough to cast a bell a little over 8 tonnes. Thus, the Olympic Bell (22.9 tonnes) had to be cast in Holland in a foundry where they more usually cast ships propellers. However, Whitechapel was responsible for design, tuning, installation and overall project management.



ENGLISH ENSIGNS



'Action between ships in the First Dutch War, 1652-1654' by Abraham Willaerts, early to mid 17th century. © National Maritime Museum, Greenwich, London

On arriving at Limehouse on one of our down river trips, I was enjoying a glass of wine on the back of our boat when I noticed a White Ensign flying from the top of a church and so I went to investigate further.

On entering St Mary's I discovered that the church was once close by the River Thames (before Sir Joseph Bazalgette decided to re-define the banks of the river) and was a landmark for sea Captains who needed to record any births, marriages and deaths on English registered ships whilst at sea. During my visit to the church I noticed a reference to the English Red Ensign, which was the official ensign of not only the Royal

Navy but also merchant ships from 1630 to 1707, back in those days many changes occurred in ship's flags and round the 1620's naval warfare became more complex and new flags were needed to help distinguish the different divisions of battle fleets. This led to the introduction of different coloured backgrounds, red, white and blue, but England continued using the St George Cross in the canton.



THE BLUE, WHITE AND RED ENSIGNS

During the rest of that century there were many dramatic changes in our country until the monarchy was restored under Charles II and in 1674 the King decreed by Royal Proclamation that the Red Ensign, meaning a red flag with a St George Cross in the canton was to be the official flag of English merchant ships. This flag had been used by merchant ships for some time, but this made it official. This flag system continued until 1707 when Queen Anne decreed that because of the union of England and Scotland that the British Red Ensign should be the official flag of all British shipping to replace the English Ensign

I have found this whole period of our history to be quite fascinating and I hope you enjoy this brief account.

Ray Mears (Englishman)

Pouring the molten alloy into the bell mould at Whitechapel. The pour has to be continuous to maintain the integrity of the bell. Thus, the amount of molten alloy that the furnace can produce in one go is the limiting factor for the size of the bell. The larger of the two furnaces can just be made out in the background.



Boat Batteries – the Bug-Bear of Boaters

One of the great mysteries of boating for me has been battery maintenance. Batteries are not cheap so you do not want to be replacing them at frequent intervals. The problem is that you hear many conflicting views on how to maintain batteries and if you do any in-depth reading you quickly enter a very technical world where there is always another level of technical vocabulary and understanding to try to get your head round. This article attempts to summarise some of the things that I think it is good to know and, hopefully, will help you to manage your batteries to make them last longer.

Improper charging must rank as the number one cause of early battery death.

With the right kind of battery, properly charged, you could get ten years of use. When discharging, a chemical reaction transforms lead dioxide to lead sulphate. Lead sulphate is an insulator - meaning current can't flow well through it and the battery voltage drops. A lead-acid battery will also slowly self-discharge converting lead-dioxide to lead sulphate. When you recharge a lead-acid battery the lead sulphate is converted back to lead dioxide and the voltage goes back up.

A 12 volt battery will read about 12.7 VDC when charged and is flat when the voltage drops to about 10.7 VDC (this figure is lower than that quoted for a “discharged” battery in the following table, I don't know why this is, but the figures were extracted from different sources). These numbers change a little depending upon temperature, acid strength and how recently it has been used or charged. When a battery is left in the discharged state, the lead sulphate slowly hardens and it becomes more difficult to charge and discharges more quickly. This in turn causes more lead-sulphate to form and the problem gets worse until the battery becomes useless. **So the first tip to longer battery life is to fully charge the battery and to keep it charged.**

A second reason for early battery death is deep discharges. **The service life of most batteries is severely shortened if discharged below 50% of capacity.** To prevent deep discharges you must match battery size to the expected load or re-charge more often. If you regularly discharge your batteries more than 10% of capacity, purchasing deep cycle batteries can pay for itself very quickly.

Have a look at the following table and note the voltage reading when the battery is in a state of “discharge” – this surprised me, I always thought the voltage could safely fall lower.

State of Charge	Specific Gravity	Voltage	
		12V	6V
100%	1.265	12.7	6.3
75%	1.225	12.4	6.2
50%	1.190	12.2	6.1
25%	1.155	12.0	6.0
Discharged	1.120	11.9	6.0

Here's a short list of common life-shortening factors:

- **Batteries must be kept clean and dry.** If the top surface of the battery gets dirty or wet, a small flow of electricity will flow between the terminals as the water creates a conductive path.
- When boats bounce around, the electrolyte fluid in lead-acid batteries can spill out through the tops. This creates an excellent electrical path for stray current and can lead to rapid discharge. Clean battery tops with a damp sponge or rag, then wipe dry with a paper towel.
- **Batteries must not be sitting on a wet or damp surface.** To understand the importance of this, just take a fully charged battery and set it on an apparently dry concrete floor. It will discharge right through the casing in about a week.
- Wire splices. Particularly on smaller boats where much of the wiring will get wet from leaks and spray, if the electrical system has had alterations and additions that utilize butt connectors, these devices, when they get wet, particularly with salt water, are very good at leaking current.
- Wiring exposed to bilge water. Be assured that these wires are leaking current to some degree.

The causes of sulphation are numerous. Let me list some for you:

- **Batteries sit too long between charges.** As little as 24 hours in hot weather and several days in cooler weather.
- **Battery is stored without some type of energy input.**
- "Deep cycling" an engine starting battery. Remember these batteries can't stand deep discharge.
- **Undercharging of a battery to only 90% of capacity** will allow sulphation of the battery using the 10% of battery chemistry not reactivated by the uncompleted charging cycle.
- Heat of 100 plus F., increases internal discharge. As temperatures increase so does internal discharge. A new fully charged battery left sitting 24 hours a day at 110 degrees F for 30 days would most likely not start an engine.
- **Low electrolyte level** - battery plates exposed to air will immediately sulphate.
- **Incorrect charging levels and settings.** Most cheap battery chargers can do more harm than good.
- Cold weather is also hard on the battery. The chemistry does not make the same amount of energy as a warm battery. A deeply discharged battery can freeze solid in sub zero weather.

Remember you must put back the energy you use immediately. If you don't the battery sulphates and that affects performance and longevity. The alternator is a battery charger. It works well if the battery is not deeply discharged. The alternator tends to overcharge batteries that are very low and the overcharge can damage batteries. Batteries like to be charged in a certain way, especially when they have been deeply discharged. This type of charging is called 3 step regulated charging. Please note that only special SMART BATTERY CHARGERS using computer technology can perform 3 step charging techniques.

When I am on shore power I can use the boat's 3-phase charger. The question has always been whether to leave this on all the time that I am away from the boat. Leaving it on satisfies many of the above criteria and I have been advised that this is best providing you check the fluid levels in the batteries regularly and replace fluid that has been "boiled" away. I am sure there will be people reading this who know a lot more about this subject – I will be pleased to receive and pass on any feedback.

Peter Simpson

AJAX SEA SCOUTS – BUILDING DEVELOPMENT PROJECT

Ajax has been used by TSCC for functions and it is where we regularly hold our Club's AGM. They are currently raising funds for a building development project and you may be interested to know a little more about Ajax Sea Scouts and the project.

AWARD

Our Chairman, in the name of TSCC, nominated Ajax for a Thames Heritage Trust Award and we are pleased to report that a Regional Award of £250 has been granted towards the building development project.

The 4th Thames Ditton 'Ajax' Sea Scouts is one of the UK's leading Sea Scout Groups. They operate from a purpose-built Thames-side Water Activities Centre in Thames Ditton, Surrey. Ajax is one of only 100 Sea Scout Groups in the UK that, because of their high standards, are officially recognised by the Royal Navy. In addition to normal Sea Scouting activities, Ajax also jointly operates an RYA Training Centre which provides young people from throughout the area with the opportunity to gain nationally recognised qualifications. In addition, Ajax is the co-organiser of the National Sea Scout and Sea Ranger Pulling and Canoeing Regatta which is held annually on the river in Thames Ditton and it co-organises the National Sea Scout Leaders' Conference which is held biennially at the Group's Thames-side Water Activities Centre.

Ajax has around 100 youth members aged from 6 to 18, supported by some 40 adult volunteers ranging from uniformed leaders to water activity coaches. Sadly Ajax has a long waiting list for membership and this is something which the current project will help reduce. As well as their own youth members, the facilities are also used regularly by their partner Group, 1st Cuddington 'Warspite' Sea Scouts who are approximately the same size as Ajax and recruit from a neighbouring area. In addition to an aggregate total of around 200 young people for whom Ajax provide weekly access to training opportunities on the River Thames, the facilities and coaching staff also support other youth groups including the Sea Cadets, the Sea Rangers and the Boys Brigade, as well as other local Cubs and Scouts including local Sea Scout Groups such as 1st Charlton, 4th Streatham and others from as far afield as Devon and Yorkshire.

The Building Development Project

AJAX is seeking support, for an important building project that will enable even more young people to benefit from access to water activities on the River Thames and for which they need to raise £100,000. Of this they have identified potential sources for £50,000 so now their goal is to secure the necessary support for the remaining balance.

The Water Activities Centre, although purpose built, is now nearly 30 years old and since the time of its construction the needs have changed beyond recognition:

- The number of young people using the centre has increased dramatically.
- 30 years ago there were no girls in Scouting whereas now they represent nearly 30% of the membership and growing.
- 30 years ago there were no significant security issues whereas today there is a pressing need for the fleet of boats to be housed in secure, covered storage.
- In terms of basic facilities such as changing rooms and showers, needs and expectations have increased significantly.

The aim of the project is to construct a large new two storey building alongside and connected to the existing facility. This will provide:

- **Universal accessibility** enabling the offer of a much wider range of opportunities to those with restricted mobility.
- **New changing facilities**
 - In line with today's needs and expectations.
 - Enabling them to properly accommodate the increasing percentage of girls who use the centre and those young people with restricted mobility.
 - Allowing Ajax at any one time to support more young people wishing to take part in water activities on the River Thames.
- **New wet toilet and shower facilities** in line with today's requirements
- **Secure weather-tight boat storage**
 - To protect assets from potential theft and malicious damage.

- To protect assets from degradation resulting from exposure to the elements, thereby enabling Ajax to focus more of their financial resources directly on the young people who wish to use the Thames.
- To provide a large additional indoor space for practical instruction. This large covered area will also help to develop a pilot project involving 18 to 25 year olds from a variety of backgrounds. This pilot has enabled a number of individuals to acquire boat maintenance and refitting skills which will support, directly and indirectly, both their employment and their studies. The pilot has for example included experience in practical electronics as well as project management and budgeting.
- **An additional first floor classroom facility** that will enable Ajax and third parties to run a variety of training courses irrespective of other concurrent activities.

An outline design has been prepared and Ajax will shortly be seeking planning permission. In parallel they are now scaling up their fund raising endeavours. The estimated cost of this development is around £150,000 of which they have so far themselves raised around £50,000. In addition they have identified potential sources for a further £50,000. Their hope is that with the support various benevolent organisations they will be able to secure the remaining £50,000, with the goal of beginning construction before the end of the year.

BOAT TRAINING SCHOOL

When Ron Judd sent his TSCC renewal of membership form, he provided the following information:

"I now run R J Boat Training School and am authorised to run RYA Inland Waterways courses including I.C.C. for Europe Inland Water. I would be pleased to offer certification to any TSCC members or Leaders that require an I.C.C. The School is based at Limehouse (Special discount for Scout Members)"

TSCC Programme for 2013

All dates and events are subject to change

July 24-28 Wed-Tues	Up River Cruise to Hurley
Aug. 24-27 Sat-Tues.	ATYC Rally West India Dock
Sept. 21-22 Sat-Sun.	RNLI Rally Kingston
Sept. 27-29 Fri-Sun.	RNLI College Poole
October 2 Wed.	TSCC Committee
October 24 Thurs.	Lunch - National Shooting Centre Bisley
November 7 Thurs.	TSCC Annual Dinner Surbiton
December 6-9 Fri-Mon.	Sinah Warren Hotel–Syd Lawrence Orch'stra
December 11 Wed.	TSCC Committee
December 12 Thurs.	Lunch at VSC and Winter Wonderland



Denbies Wine Estate as seen by Clive & Judy Bowles

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VISIT OUR WEBSITE: Thamesscoutcruisingclub.org.uk