

## "Maud" Update - 1989

Following the successful completion of Mr. Buttifant's work on the portside planking in September 1988, we started to replace lengths of planking on the starboard side. A pattern was made for the first section and it was fitted and finally fastened in place on the 8th of October. On our next weekend we fitted and finally fastened in another section (31 October). On that occasion we also removed a further section for use as a pattern. A rhythm was developing in the work. On 13 November the next plank was fastened in.

The pace slowed rather in November and December while we were preparing for and receiving a delivery of timber from Barchard at Hull. On 8 December the whole day was spent (with assistance from Eastwood Whelpton staff and equipment) unloading and stacking the oak which had been delivered. This timber is destined for further planking and for plankways etc. After such good drying weather this summer, some of the thinner planks will soon be ready to use.

In January we made a little more adjustment to Maud's shape, and spent some time considering what should be tackled over the next few months.

Between February and June several more sections of planking were fitted and plans made for our work-in with Mr. Buttifant again.

At the beginning of August Mr. Buttifant began work with his assistant and made excellent progress. We worked with them for some of the time. With experience gained in 1988 we worked better as a team, and steaming and fitting the planks went well. The result, after about three weeks' work, was replacement of most of the top three planks on the starboard side.

## Immediate Future

There is only one remaining substantial area of planking to be replaced, the lower part of the stern section portside. This will probably be the target of the 1990 work-in. We are not, of course, replacing all of the planking, so filling and repairing old planks is an ongoing and time-consuming job.

We certainly hope that it will be possible to make progress in 1990 on either the new keel, the side decks and knees to beams, or the stem post. In spare moments there are a few more frames to make. It seems that those will have to be made from laminated timber, as we have not been successful in buying more "bends".

L. J. Parquet  
End 1989