

ALBATROS

Spring 2021 (March)

HERITAGE MARINE (MALDON)

Jim Dines and his team at Heritage Marine continue to work through Covid restrictions and support the works on the Albatros using where possible traditional Materials and Techniques.



New steel rigging that has been 'hand spliced'! pending re-rigging in a few weeks



Insert plating to the front Portside Bow with welds following original plate lines

WORKS TO DATE

Heritage Marine in Maldon in mid-winter and in the middle of a Covid lockdown is a cold place but the Jim Dines team working on a number of projects including the **Albatros** don't seem to mind cold and are progressing with works as planned, if a little delayed due to having to maintain working distances etc. in support of Covid working practices.



The Albatros is looking on first sight a little 'sad' with all her masts and rigging removed, decks littered with fixtures and fittings and areas been worked on.

THE BIG ENGINEERING WORKS CONTINUE:

Large sections of the hull (ship bottom) have been plasma cut out and replaced as we had the option to patch or do it properly and take the long-term view and expense, but these works should be good for at least another 50 years.



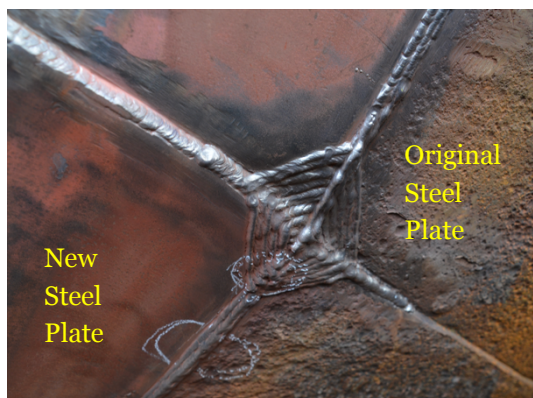
Whole new sections of hull plate that have been replaced (left) with new steel plate welded externally and internally (inserts not patched).



Once complete all welds will be inspected (right) and painted prior to a final interior and exterior painting with specialist epoxy paint and antifouling (exterior)

DRY DOCK AND INTERNAL WORKS

Shot blasting of the main hold and focsle areas have cleaned the steelwork prior to spray foaming the ceilings and walls and epoxy painting of any exposed steelwork. Exterior **high pressure blasting** of the hull has exposed the bare metal and any old rivet heads are been re-welded and hopefully any further pitting will be stopped as we have fitted an isolation transformer system to reduce electrolytic corrosion.



We have decided to leave the top section of the internal hold hull walls above the water line and deck section un-foamed to expose and show off the riveting and steel work that formed the cargo hold rather than hiding this area of her construction history (right).



Hidden internal steel work to the hull, deck ceilings etc. will be spray-foamed to add a level of insulation and to prevent excessive condensation and to add a level of sound insulation to the metalwork prior to cladding and finishes.

We will be retaining her original exterior colors ie black and white as she has been for the last 100+ years

RIGGING, MASTS & FITTINGS.

Following removal of both masts and all the rigging we are relacing one Topmast, a new Mizzen Boom and fitting a new Bow Spit and net and all the steel and rope rigging where needed.



The Masts and main boom have been scraped and are now been coated with multiple coats of specialist wood oil and varnishes to protect the wood.

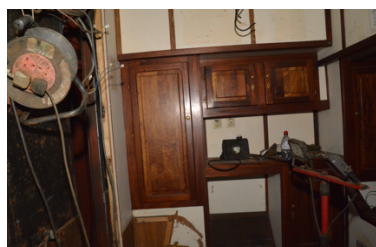
Existing wooden blocks have been refurbished and new screw jacks purchased.

Hand spliced rigging eyes will be fitted with traditional canvas sleeves to protect from corrosion.



CURRENT STATUS / WORKS IN PROGRESS

The Captains and First Mates cabins have been ‘stripped out’ and will be re-fitted as original but now with on-suite facilities and in the case of the First Mates cabin a new double bed (from original single).



FITTINGS, SYSTEMS AND GENERAL REFURBISHMENT

The main hold and forward cabins will have the ballast that has been removed to allow the hull replating works replaced as it has been high pressure blasted and painted. These iron blocks (20+ tons) will be supported on hard wood battens and fixed with wedges.



PROGRAMME

As with any major refurbishments, once the skin and finishes of a building or, in this case, a ship is stripped back you always find the expected and the 'unexpected' always impact on cost and programme.

Covid has impacted on how many people can work onboard at any one time and the weather wasn't kind when it snowed but we are in a good place now with Spring around the corner.

The intention was always been to have the Albatros back on station in Wells by early summer 2021 and this is still our plan, pending Covid impact and possible shutdowns and costs allowing.

Jim (*owner of Heritage Marine*) is targeting to have her out of the dry dock at the end of April (*Spring tides needed to float her out*) and prior to this the masts and primary rigging will be re-fitted, and we are hoping that once she is back on the pontoon, we can progress the internal and external works with a new target of having her back to wells in late July / early August – almost a year since we sailed out of Wells with the sun coming up.

THE PREMISES LICENSE (NNDC) has been transferred to myself and with all existing conditions so we will be able accommodate a number uses for her in the short and long term and we plan to have the Captain's and First Mate's Cabins complete with the Main Hold / Bar / function area and deck Saloon ready for use with the other three cabins and below decks kitchen fit-out following on over the winter of 2021.

OFFER AND FACILITIES:

Our long term plan is to provide Coffee, Bar and Food offers with Bed and Breakfast accommodation and to host special events where and when we can, local artist exhibitions in the main hold, themed activities etc but envisage that we will start off initially with x 2 cabins – Captains and First Mate B&B offer, limited bar and simple food offer, building up to we hope a sustainable long term accommodation, restaurant offer using and working with local produce suppliers and services providers and just maybe take her for a sailing adventure to stretch her sails and feel the water under her bow again.



THANKS:

As a family we just want to thank Jim Dines and his team at Heritage Marine for their support, expertise and skills provided to date and for the future because without them we would not have been unable to undertake such a major renovation as we now committed to.

We have also met (*MS Teams conference call*) with North Norfolk District Council (NNDC) Environmental Health and Food Safety Team and the Environment Agency (EA) to review and consider options for water usage and storage and how we align with the latest Environmental and Wells Harbor Commissioners requirements and thank them for their advice and support in these matters.

INFORMATION AND CONTACTS:

If you would like to be kept updated on progress, please email or use the contact details below and we will add you to the mailing list for future newsletters and information updates.

For any further information please call in and talk to **William** at “**Will's of Wells**” coffee shop, The Maltings on the quay or email my-self on robert.richardson1@icloud.com

We are planning a new web site and will publish everything we have on the Albatros's history; her refurbishment works and her planned future with relevant links for calendar dates etc.

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BACK UP PHOTOS



New anchor chain guide tubes



One of the main anchors (x2) removed to work on the chain lockers



Water tank test positioning and framing in starboard focsle bunk

Spring 2021



Wheelhouse floor removed for void cleaning and painting – showing rudder drive shaft.