

Myline 6-Metre finds rebuild backers at last

A Myline-designed 6-metre is currently being brought back to life in Fowey. *Valda*, built in 1930 by The Bute Slip Dock Co in Port Bannatyne, was found in the saltings off Pin Mill in 1996 by Tim Street. She was saved from burning by Peter Wilson at Aldburgh Boatyard, who removed her deck and kept her at his yard awaiting restoration. Nothing more happened to her until 2008, when Fowey yacht restorer Tom Owen bought her.

Tom - "I'm much more interested in restoring boats than building new" - then set about looking for a client. Eventually he found a consortium of three, and began restoring *Valda* for them. "She came with no deck and was badly out of shape. I had to redraw her lines and bring her gradually back to her original design," said Tom, who has been working closely with Ian Howlett, chairman of the ISMA technical committee.

Valda has been retrained throughout and has new mahogany planks below the waterline and new deck beams, but retains her original lead keel, rudder, mahogany backbone and topside planking. Currently Tom is preparing to lay her new Douglas fir deck, with timber sourced from Canada through Tristan Stone of Salcombe. She should be sailing this summer, possibly under a choice of rigs - wood for regattas and a stiffer metal mast for racing.

NHS rescue for oldest fishing boat

Sovereign, the UK's oldest working fishing boat until her retirement last year (CB254) has received an emergency sustainability grant from National Historic Ships after a major restoration award was refused due to the dearth of display opportunities in the North-East of England. She proved to be in a fairly desperate condition when Tyneside boatbuilder Fred Crowell, working on behalf of her owners, the Northumbrian Fishing Heritage Trust, hauled her onto his South Shields slipway. He found that many hull planks had no spikes (nails) left at all - water pressure and caulking were all that was keeping her together. Re-nailing has now been completed and the hull brought to a high standard with many replacement planks, re-caulking and filling, as well as repairs to the keel. Remarkably, the new spikes originated with the same company that built *Sovereign*; when the spikes were delivered they were in sacks labelled "James Noble (Fraserburgh) Ltd," many decades after the demise of that business, having been stored away long ago. Volunteers are working alongside Fred, and it is still hoped that the restoration can be completed soon, despite being hampered by the shortfall in funding.



NORFOLK BROADS
'First Lady' found
 The Herbert Woods Broads hire fleet was known for its 'Lady' classes of yacht - *Leading Lady*, *Fine Lady* etc. So the discovery that the first *Perfect Lady*, built in 1935, is under restoration in a barn on the Broads is news indeed. Her owner, Chris Makepeace of Stalham, came onto our Boat Show stand to tell us about his project. He bought *Perfect Lady 1* in Beccles in early 2003, and sailed her that summer, before hauling her out for a thorough appraisal. "Then the job just snowballed," he says. "Before I knew where I was I'd replaced 90 per cent of the planks, re-ribbed 80 per cent, put in new floorbeams, timbers, cabin sides, cockpit bulkheads..."
 In the course of the work, he met shipwright Derek Gibbs who made the original mast, which is still there. He's had some help, but the most assistance has come from his son Alex, aged 7 when the project started, now 14. Chris says his aim is to make her "As authentic as I can get her, and as usable as I can make her."
Perfect Lady 1, 'authentic and usable' aim