

Continued work on the *Cutty Sark* and the lockdown madness

March to the start of April 2020- Charlie Carman

Sun's rising, warmer days, spring coming about, lovely time to be working on the ship.

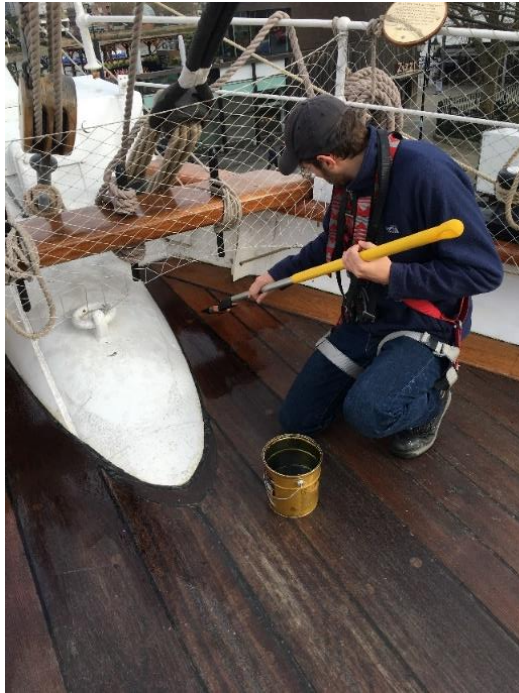


Looking aft over the poop deck.



Continued Work

With the good weather we crack on with more plugging, managing to complete the entire starboard side.



New Work

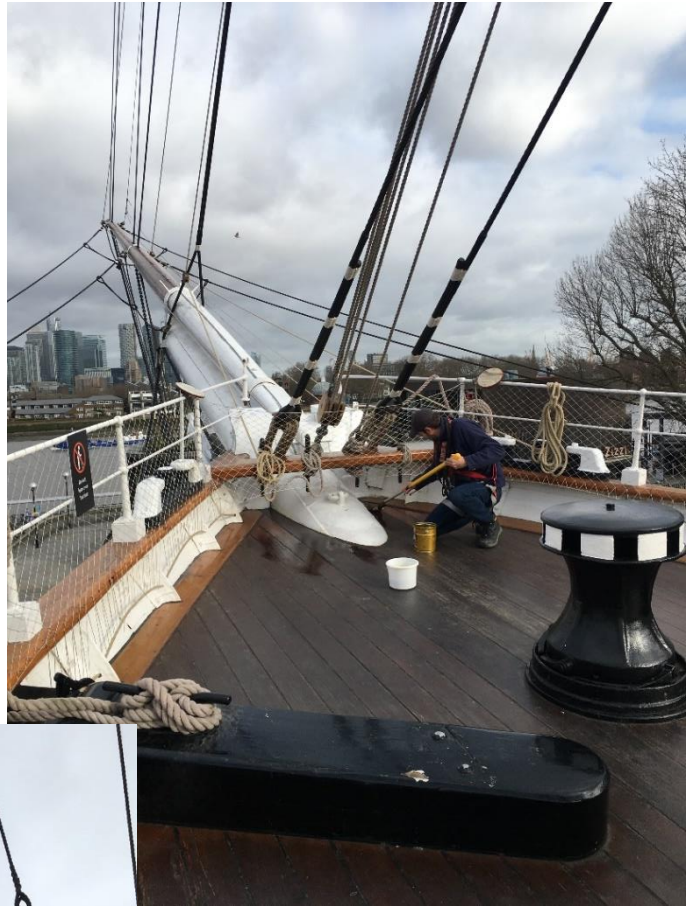
The Monkey Focslie had to be swabbed with a specific wood preservative mix. This is done once every couple of months to protect the timber from general weather exposure, sunlight and stomping tourists. The preservative is comprised of 25% Cuprinol and 75% Le Tonkinois Marine oil. The latter being a mix of tung oil, linseed oil and UV inhibitors. This mixture is specifically tailored to the decking which is made of Douglas fir with Iroko king and Queen planks and margins. The team introduced me to the sophisticated and technical piece of tech they used to spread the preservative with. It's a large paintbrush duct-taped to a pole. A highly surprising piece of effective tech to say the least.

Other new bits of work involved helping replace a section of timber from the starboard side of the poop deck. This was where the bulwark had gone rotten. The replacement piece was cut out of teak to maximise its durability. Although a fiddly spot to get to, with two people to pass and take equipment within an hour, the new piece was slotted in. The only difficulty being lost and confused visitors thrown off by the barriers on deck.

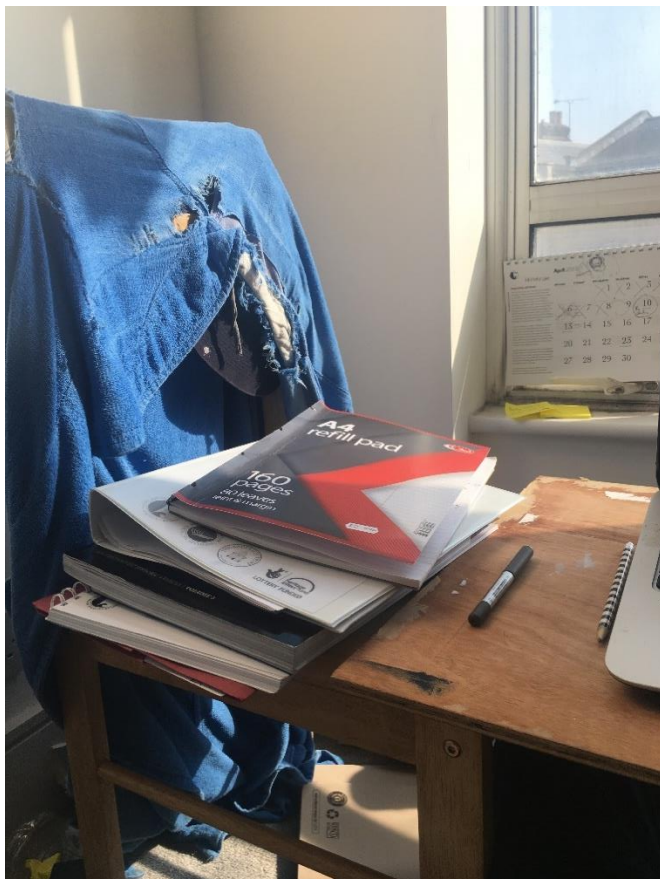


Work ends

Work is called off on the 18th March at the *Cutty Sark* due to the uncertainty of Covid-19. The museum closes its facilities preventing anyone but a handful of workers from getting on site. I was particularly gutted as I was due to go up the mainmast that day, with TS rigging.

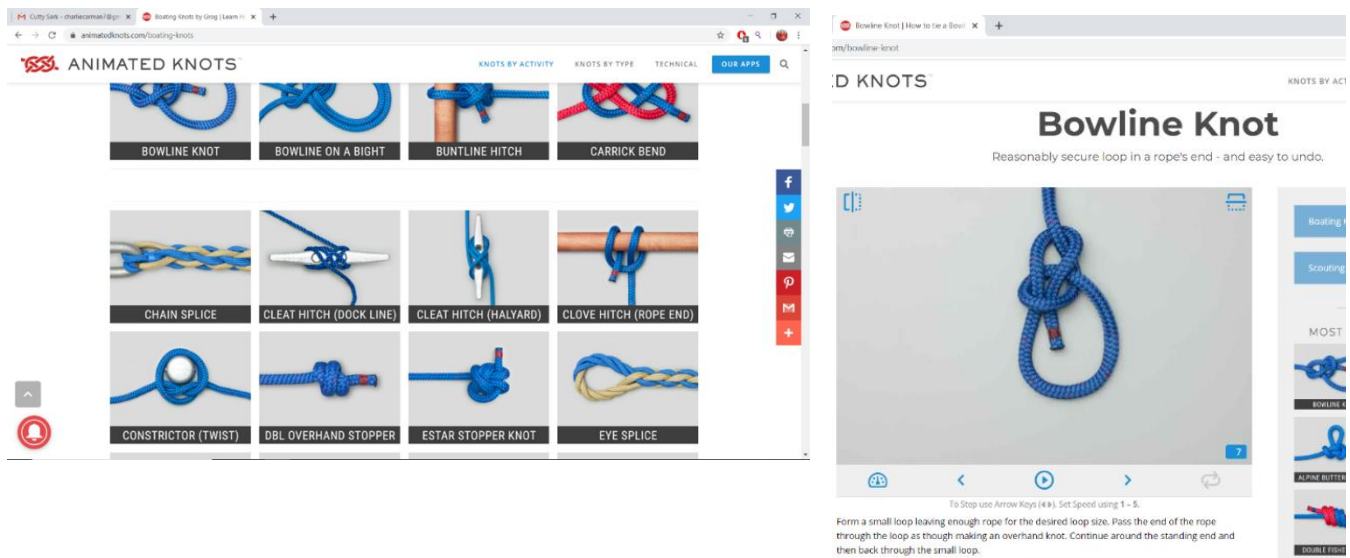


Lockdown begins, and so does working from home



This change was a much larger shock than I had anticipated and required some adjustment. However, after some time organising as well as support from the SHTP staff I managed to get myself up and running. Now is the ideal time to catch up on other pieces of work from the Conserving Historic Vessels course and other essential paperwork. I finally completed my induction assessment, and now have a much clearer sense of where I want to take myself and what I want from the course.

Knots



This also seemed like the perfect time to pursue other areas of interest. My supervisor recommended this great site for learning how to tie new knots, which has always been a weak spot of mine. My current technique being to try a new creation every time, which has often proved to be an unnecessary and enigmatic task for anyone who I work with, as well as myself, when it comes to the untying. So, this should be a relief for everyone involved.



Here I learned how to tie a bowline knot

I also finally got started on my research for Unit 1- Historic Vessel Evaluation. After going through the entire National Historic Ships UK register of vessels (2000 ships to be exact), I came across a funny looking vessel called Bertha. A Bristol built steam powered drag boat, from 1884 she's certainly got an interesting history and I look forward to writing my statement of significance on her.



In between working I have been trying to get outside as often as I can, to keep the cabin fever at bay. I am extremely lucky to live within walking distance of Greenwich Park, which, when considering the amazing weather we've had of late, is the ideal place to be for a walk or run (well just the one run anyway.) I always try and direct my route so that I can pass the *Cutty Sark* and see how she is doing, keeping an eye out for the trespassing pigeons trying to make nests behind the name board. Here's me finally getting my picture taken by my sister for my SHTP online profile. So, some good has certainly come from being in lockdown for such a lengthy stretch of time.

Although I still hear the sea calling me...

08/04/2020