

Blog for September and the start of October 2020

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This last month has been a particularly busy time onboard the *Cutty Sark*. With the last of the major jobs being carried out before the winter weather sets in.

Above is a photo of the *Cutty Sark*, prepped and ready for the worst that the weather can throw at her, taken earlier this week.



One of the main tasks that we got on with was the painting of the entire hull. We started sanding or keying the portside of the hull from the bow stem down to the stern rudder. Using the Makita palm sanders over the course of a couple days we managed to complete one side. Next came the painting which when distributed among the team in old grime tubs, meant we covered a lot of ground quickly and finished the first coat with in three days.

To the left you see the stern section where we had just finished painting (below the rubbing strait), with the approaching rain clones above central London looming ever closer.

Below is a rather quick snap of the same section just after we completed sanding. As you may be able to see this was a tight squeeze, and later often resulted in paint landing on myself rather than the vessel.

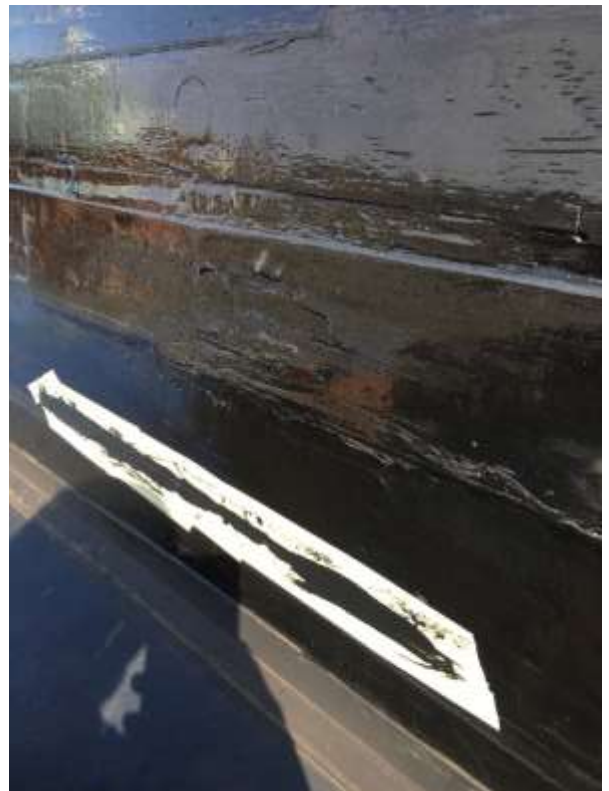




Once we had applied two coats of black paint to the hull, we then went about filling and fixing small cracks and breaks in the seams with caulk. At first, we applied caulk directly before smearing and cleaning with gloves and grimes. However, as I found this often resulted in a wide spread of caulk and in bad cases the removal of paint.

You can see our work set up on the left.

However, after our first attempt we then opted to use masking tape to border the repair section and create an overall neater and better surface. I found this process to be a bit faster due to the messy nature of scratching the caulk away with grimes as before. See below.





Other important events include major repair work being carried out on the front starboard corner of the poop deck. Where one seam repair revealed an entire section and rot beneath the planking. The offending areas were successfully removed and no further damaged done, until the heavy rainstorms of the last week or so wreaked havoc on the exposed decking. The water poured through all the covers we placed over the deck, and drained down the entire hull of the ship, leaving the drydock a dripping water collection point for dozens of buckets.

In the bottom left you can see Ben and I going down the starboard side of the lazarette, of what would become many trips, to empty buckets and to quickly remove water coming through from the deck above with the water suction hoover.

By the beginning of October things had now stabilised with a more thorough temporary repair set up protecting decking, the worst of the water leaks seems to have been held for now.





In the same week, me and the rest of the team also completed our formal training in using the Museums workshop tools and equipment at Kidbrooke. Getting a full safety introduction in using bandsaws and other wood cutting, smoothing and working devices. This was great fun to learn and play around with new bits of equipment, some of which was completely new to me such as the guillotine used for creating joining frames.