

Sean Chilton - SHTP2 Monthly Blog 7
July, August & September



Introduction

The first duty of call in this monthly report is to point out that this report will encapsulate the months of July, August and September. It has been an incredibly exciting three months as I have taken part in my two rotations (*Trinity Sailing Foundation & NMRN*) as well as continuing my work at the Scottish Fisheries museum. I have also had the chance to go out on day visits to other historic vessels around the country using funding through the HVC course, which has been fantastic.

July

The month of July was kicked off to a great start, as the Scottish Fisheries Museum was celebrating its 50th anniversary on the 4th of July, and to top it all off it was also the return of **FR.958 REAPER** to Anstruther Harbour. I was very proud to be a part of this day. I joined Richard Wemyss on his restored Fife “**FRUITFUL**” as a deck hand, and off we sailed into the Forth to join to Flotilla who would be accompanying **REAPER** in her voyage home. The conditions on this day were very choppy, though with the RNLI’s lifeboat joining the Flotilla right behind us, there was nothing to worry about! **REAPER** returned home at roughly 4pm, and so I joined in with the festivities.



(REAPER returning to Anstruther Harbour)

Just one day later, I was on my way to Oban to meet the Crew of **LEADER** (Trinity Sailing Foundation) and begin my 2 week rotation with them. These two weeks formed some amazing and unforgettable memories. I loved meeting the rest of the crew and the passengers, I loved the “baptism by fire” theme of learning on this historic vessel, and I loved the new places around the UK that I got to visit. I learned a lot about rigging, maintenance, teamwork, life on board a vessel in general and a plethora of other things. The first voyage was from Oban, then through the Corryvreckan (during which we hit 15kts), anchoring for the night then heading straight down towards the Isle of Man. We arrived in Douglas on Tuesday the 9th and relaxed there for the night. After relaxing, our plan now was to head straight for the Scilly Isles so that the guests could enjoy a

couple of nights in Hugh Town on the island of St Mary's. We left for the southern Cornish coast, and after stopping over at Mullion's Cove for the night, then a quick skid around Lizard's Point we were bound for Falmouth. As Falmouth is where my SHTP2 experience began, I was very excited.



(Photo of LEADER from her Tender, "Follower.")

We arrived in Falmouth on Monday the 15th, had a changeover day on the 16th to prepare for the next lot of guests, and before we knew it we were off again. This time it was for a three-day Falmouth to Falmouth trip. This trip was less hands-on for the guests, however I was feeling a lot more confident thanks to the 550+ nautical miles from Oban to Falmouth. I got a little bit of a Dinghy (Tender, if you're English) refresher during the three-day sail, and I was surprised at how difficult I found steering a powerboat with a tender. I'm used to a helm! My supervisor was very patient despite me being reminiscent of a cow with a gun.



(First group of guests on their last day!)

August

One of the events in August that I was very excited to be a part of was a new workshop at the museum called “Nautical Knots and Necklaces.” Here I got to test my skills as an instructor where we got guests to try their hand at tying Monkey’s Fists, Turk’s Heads and Fisherman’s knots, and to turn them into jewellery. I really enjoyed this workshop as it encouraged folk who might not have originally been interested in knot-tying to get involved. The night was a great success, and hopefully a good test for future events. It was great to use my knot-tying skills for something a little bit different.



(Turk’s Head bracelet & Monkey’s fist jewellery)

I was lucky enough to be able to go out on day trips to other maritime museums/historic vessels around Scotland's East. On Friday the 9th, I went to visit **HMS UNICORN** and **RRS DISCOVERY** as part of the Historic Vessel Conservation course. I was left to my own devices during my visit to the **UNICORN** which was nice though I would've liked to have asked some questions about her maintenance. I received a personal tour of the **DISCOVERY** by the head of maintenance, which was fantastic as the theme of the tour completely revolved around maintenance and conservation. This was very valuable in aiding towards my understanding of how to deal with various materials.



(HMS UNICORN with her very interesting "roof.")

Two weeks later, on the 23rd of August, I had arranged another day-trip to visit the **ROYAL YACHT BRITANNIA**. Here I was lucky enough to receive a behind the scenes tour of the ship, a personal highlight being her engine room, which was absolutely spotless. The story being, that the engine room was so clean that once they invited to Queen and the Duke of Edinburgh to have their dinner there. I then got to speak to the Head of Maintenance and Security, Derek Miller, who has a fantastic brain, and helped me understand the unique position that **BRITANNIA** finds herself in. One thing that continues to pull me in to historic vessel's is that every vessel is completely different, with their own backstories, historical significance and community impact.



(Brittania's Dining Room)

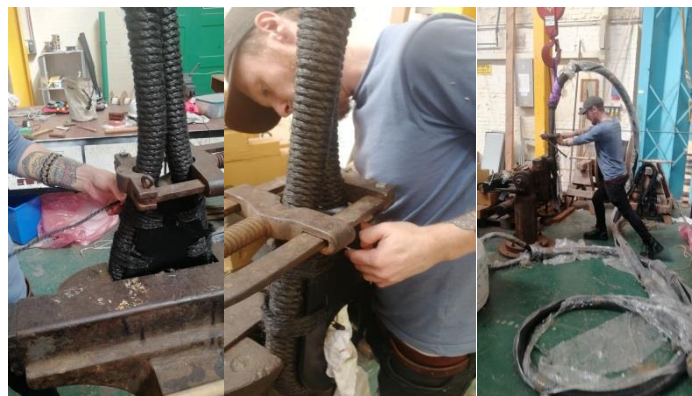
September

September has had a very bittersweet feel to it. Between my rotations and work at home I've been involved in some really exciting projects; however the over-coming realisation that the Traineeship is almost at an end has left me feeling a tad sad. This however, doesn't overshadow the sheer joy I have felt over the last year, and how lucky I have been to have been a part of SHTP2.



(HMS Victory from her shore stays)

I started my second rotation on the 2nd. This rotation was at the National Museum of the Royal Navy. I chose the NMRN for my rotation as I wanted to gain an understanding of the contrast between working at a small museum (SFM) and what life is like at a much larger museum. **HMS VICTORY** and **HMS WARRIOR** definitely played a role in my decision making there! My time here can essentially be split into two weeks. Week one was spent with the Shipwrights and Riggers, and week two I was with the Archaeologists and Conservators. The first couple of weeks was mostly work on **WARRIOR**, with naturally led to me spending most of the second week working on **HMS VICTORY**, and a little bit of **HMS M33**. I really enjoyed my time here, a particular highlight being looking at the mock-up hull section they have at the museum for testing different timbers, paints and caulking techniques and observing their durability in the weather. I was lucky enough to be a fly on the wall in one of the meetings about this which was fascinating.



(Helping the Rigger's with HMS Warrior's Heart block)

Myself and Andrea, the museum's 50th Anniversary Officer, went along to the Clydebuilt festival at the Riverside Museum in Glasgow. This was a special occasion for me, as I used to work at the **TALL SHIP GLENLEE**, and I used to watch the festival unfold from behind my ticket desk. This year was different as I got to take part! Lots of interesting stalls around the festival, and we were very lucky with the weather. It was also great to catch up with my old boss, who happens to also be doing the HVC course.

