



## The Keay Award 2014

was awarded to **Birchills** at the 2015 AGM

**Birchills** was the last wooden joey boat ever built and kept in its original form, and had been an exhibit at the Black Country Living Museum for some years. She has a small day cabin and is double-ended, the mast and rudder could be changed from one end to the other, enabling its use in narrow canals or basins where there was no room to turn the boat around.

Built by Ernest Thomas in 1953, **Birchills** was used to carry coal to Wolverhampton Power Station.

The boat was slowly deteriorating until it had reached the point when major repairs were necessary. It was moved to Alvecote and underwent a major rebuild by AP Boatbuilding, the work being carried out by Adie Polglase and Andy Cox. A third of the timber has been renewed including a new stern end and a new cabin constructed.



Photo: Adrian Polglase

Left: **Birchills** looking resplendent and ready for launching.

Below: l to r  
Adie Polglase, David Eveleigh, Director of Collections, Learning and Research at the Black Country Living Museum, receiving the Keay Rose Bowl for 2014 for the restoration of **Birchills**, Andy Cox and Phil Prettyman.



Photo: Adrian Polglase



Photo: Ros Prettyman



## The Hemelryk Award 2014

was awarded to **Clover** at the 2015 AGM

**Clover** was acquired by Michael Pinnock in April 2006, with the hull in good order. Early in 2013, Michael removed the Bolinder 1053, changed the engine beds and installed a 15hp Bolinder, the type originally fitted in this craft. In May 2014 Michael took **Clover** to Norton Canes Boatbuilders for steelwork to be undertaken and he used their wet dock and facilities to complete other works that were required. Glyn Lewis and Graham Edgson gave advice and assistance throughout.

The wooden gunwales around the cabin were rotten and were replaced with steel whilst retaining the current timber back cabin which was rebuilt with new panelling and handrails to match the ones that were removed. The front half of the engine room was dismantled and new frames, corner gussets, side panels, doors and a new front bulkhead constructed. These were riveted by Michael with Glyn backing up.

As well as the woodwork on the cabin, Michael replaced the back deck, step, cants and ash strips and also did some internal work which included a rebuild of the Epping range, new cabin insulation, lining, painting and graining.

The metal on the foredeck and bulkhead of **Clover** had become thin and the decision was taken to replace it. Michael removed the cants and deck beam and with the help of Glyn they de-riveted the deck and bulkhead, then repaired the angles in order for them to be solid enough to take the new rivets. Michael and Glyn then riveted the bulkhead in and Glyn welded the new deck on. Glyn also made a new locker lid and he and Michael riveted this back together. Michael then made and fitted a new wooden deck beam and cants. The wooden gunwales on the hold were renewed in Iroko and sealed with Linseed oil.

Having completed all the wood and steelwork, Michael then set about the paintwork. He used 2 primer coats, 3 under coats and 4 top coats to build up a good finish on the cabin sides and decks.



Photo: Sarah Edgson

He also painted the engine room, gritblasted the engine room floors and painted them.

A great deal of care and thought went into this restoration and this is seen in the finished boat.

Left: The cabin painted and ready for the sign writing

Right: 1 to r  
Michael Pinnock and  
Graham Edgson receive  
the Hemelryk Award from  
Phil Prettyman



Photo: Sarah Edgson



Photo: Ros Prettyman