




 **DRYDOCK 2014**
Underneath a Paddle Steamer

 **SAILING in 2014**
Latest timetable update and news from the ship

 **AN ANNIVERSARY!**
Almost 40 years since the famous transaction

 **CAPTAIN'S BLOG**
Cruising in the Western Isles.

THE FUNNEL

IS004

SUMMER EDITION

Paddle Steamer WAVERLEY Summer Cruising in the Lochs & Islands of the West Coast



Since the last edition of The FUNNEL a lot has happened!

Waverley has been in and out of Dry-dock, with staff, crew and volunteers clocking up hundreds of hours work as the ship and the business prepared for the season.

A new catering offering has been launched and a new range introduced in the souvenir shop. There have been more staff changes, the timetable has been affected by external

factors (again!), we have had our Document of Compliance renewed, and we have had confirmation, from all the Clyde Councils we serve, of the 3 year partnership funding package we set out to achieve last year.

In this Funnel, Waverley's Operations Director,

George Taylor, will give you an insight into Waverley's Drydock and Lucy Morley, the Onboard Services Manager, will tell you all about the trial of the new catering service and you can see what is selling like hot cakes in the souvenir shop!

>> CONT. PAGE TWO

You can play your part in preserving Britain's Maritime History by becoming a Friend of Waverley and encouraging others to join.

Waverley entered Garvel Clyde dry-dock with the assistance of two Clyde Marine tugs on the afternoon of May 5th ...

Getting underneath a Paddle Steamer



The weather was excellent with light winds and Waverley cleared the gates without contact. This operation requires excellent communication between the dockmaster, the pilot, tug masters and of course Captain O'Brian.

Waverley shared the dock with a Serco vessel.

Garvel Clyde Ltd is now part of Dales Marine Services, a large Aberdeen based ship repair group. The yard is still managed by Mr Billy Cooper and his hardworking and dedicated workforce. I believe that they take great pride when working on Waverley. Without their skills it would make it very difficult to keep the ship in service.

The rudder and stock were in good condition and only a small adjustment to the pallister bearing clearance was required.

Whilst in dock, the opportunity was taken to have a close up inspection of the paddle wheels and their feathering mechanism. Apart from renewing a few bearings on the rods, the overall condition was excellent.

Some of the other works carried out during the docking included repairing the cracks on the corners on the lounge windows. This issue is caused by a combination of the sharp

corners of the lounge windows and fatigue. Metal fatigue is the weakening of a material caused by repeatedly applied load.

In the case of Waverley, it is caused by the normal 'twisting' of the superstructure in a seaway. There was some minor cracking and local wastage on the starboard forward and aft sponson support connections. These parts were cropped and renewed. The underside of the paddle drum was descaled and recoated with anticorrosion paint.

Large sections of the boiler blow down pipework are under full boiler pressure and it is replaced every 5 years as a precautionary measure. It is not possible to gain access to the pipework flange bolts without first cutting two access holes in the bottom of the hull. This is because the boilers are deliberately set as low as possible in the hull. The welds on the new pipes were ultrasonically tested and the full system hydraulically tested.

You may have noticed, the scumbling on the aft hatch was removed and recoated with 'Waverley brown'. This work which involved stripping the hatch back to bare metal, was carried out by the ship's crew.

George Taylor,
WEL Operations Director



The freshly painted Waverley leaves the dock on the afternoon of May 16th.

Waverley in Drydock



BEFORE & AFTER

The photograph above show the condition of the hull at the start of the usual high pressure (3000 psi) wash. The light build-up of 'sea grass' is normally although there were some areas of detachment to the anti-fouling paint.

This photograph below shows a view of the bottom of the hull after the HP wash.



INSIDE THE FAMOUS PADDLE WHEELS



WAVERLEY'S RUDDER



The year so far...

>> CONT. FROM PAGE ONE

In the office we have said goodbye to our Groups & Booking Office Manager and our Director of Safety and we have welcomed John Simm into the Waverley family again as he assumes the role of Director of Safety. After an intense period immersed in the company's Safety Management System John and the executive team were put through their paces by the MCA auditor and the company was awarded a Document of Compliance (DOC) which allows it to operate ships.

The latest casualty of the timetable is Millport Pier which is out of commission this summer due to structural issues. Once Captain O'Brian had tied Waverley up after the Western Isles, he met with the Field Studies Council and gained permission to use Keppel Pier. North Ayrshire Council have provided the linesmen and passenger marshals, the local bus operators have included a call at the Pier on their route and Waverley can continue to serve the community of the Isle of Cumbrae and create an economic impact.



Waverley's first call at the new Keppel Pier on Monday June 23, 2014

We had hoped Waverley would be able to take part in the Commonwealth Flotilla and a day had been timetabled to escort and welcome the flotilla to Glasgow. A river closure, amended timings, a changed passage plan which meant Waverley would be ahead of the flotilla, thereby not affording the anticipated views, and no departure from Glasgow until the flotilla had ended meant that we could not deliver what had been advertised. We are working with a local business to run a charity afternoon cruise once the flotilla has finished.

We have now received confirmation from North Ayrshire, South Ayrshire, Inverclyde, Glasgow, and Argyll & Bute councils that they will provide a contribution to Waverley's operation for 3 years. We still have funding challenges to overcome but it is great news that the councils recognise, not only the economic impact that Waverley's operation brings, but also the social and heritage aspects. We are continuing the quest to bring funding partners onboard from the business world.

We hope that you enjoy summer sailings in fair weather. Kathleen O'Neill, Chief Executive

A Legacy For All

COLIN GEORGE BRIGHT

1954-2013

We were saddened to hear of the death on the 27th of April, 2013 of Colin Bright at the age of 58. The news came to Waverley when we were notified of a significant bequest that Colin had made to Waverley in his Will.

Colin George Bright was born on the 5th of November 1954, at Worcester Park Surrey.

His father served in Bomber Command in world war two, being awarded the D F C for attempting to rescue three members of the crew, from a stricken Bomber, which crashed in the North Sea, bailing out at the last second.

Colin originally worked for English Heritage, but as a result of his experience on the Mid Hants Railway, he changed his career and joined South West Trains, firstly working at stations in the Woking area and later in the information department at Woking, as station announcer.

A life long Transport enthusiast, when not visiting preserved railways, his other passion was ships, especially Paddle Steamers.

Colin was a member of the Paddle Steamer Preservation Society, and enjoyed many trips on board Waverley.

Colin's funeral and cremation took place at Woking Crematorium on May 15th, 2013 and was well attended by members of his family, friends and workmates from South West Trains.

“ I knew Colin for twenty seven years and went on many trips with him during that time; he was always good company, having a good sense of humour bordering on the satirical. ”
John Scott-Morgan

His ashes were scattered in Tighnabruaich Bay in a poignant service aboard Waverley on May 24th, attended by cousin Caren and best friend John. As Colin's ashes were committed to the sea in the wake from the paddles, three long blasts on the ship's whistle signalled man overboard.

The directors, officers, staff and crew of Waverley remembered Colin's kindness.

Caren and John were very moved by the experience and by the choice Colin made in selecting Waverley as a beneficiary in his will. They are happy that his legacy is able to bring pleasure to thousands of people, enabling them to enjoy a Great Day Out aboard Waverley. They are happy that he will be remembered onboard in the form of a plaque in the ships's Dining Saloon.

Colin's aunt was too upset to attend the ceremony but on hearing about the ceremony, has arranged to come to Scotland and sail to Tighnabruaich and see Colin's final peaceful resting place.



After a successful Clyde Spring Bank Holiday weekend, Waverley moved to the Western Isles...

Captain's Blog the Western Isles



Plain Sailing



After a winter where extensive work was carried out on WAVERLEY's main engine, and having proven her over a trouble free dry-docking and the Clyde weekend, we set out on our annual sojourn to the Western Isles.

The lack of a berth at Campbeltown put paid to our traditional half way house so instead we made calls at Lochranza and Port Ellen on our way to Oban. The tides on the way round meant an early arrival at Port Ellen where we were able to berth on the round-head of the new pier. Knowing that the tides between there and Oban would not be so favourable helped us decide to leave early to give us a fighting chance of an on-time arrival at Oban...which we duly achieved.

The weather settled into a pattern of good "ship weather" but barely acceptable

"passenger weather" i.e. No wind but no sun either! All of our sailings went according to schedule with only a slight delay at Gairloch due to very low tide and then sadly no landing at Iona due to a swell in the Sound. Although WAVERLEY anchored quite happily the Boatman was not happy lying alongside the larger ship or making the passenger transfer...we will always bow to his years of experience as operator of passenger launches. A sea state which causes WAVERLEY almost no trouble can look very different from a small launch!

Our last night in Oban was never going to be possible as LORD of the GLENS had beaten us to the punchline when it came to booking the berth but they very kindly vacated to allow us to discharge passengers and garbage while taking on fresh water, we then anchored for the night off Craignure in the company of HEBRIDEAN PRINCESS.

ASK THE PURSER

YOU DIDN'T GO TO THE WESTERN ISLES ON THE BANK HOLIDAY WEEKEND - DID THIS AFFECT THE NUMBERS ? Almost 300 passengers left the Clyde in bright and sunny conditions on 27th May for Waverley's 2014 visit to the Western Isles- many of whom remained for the full week. With the first visit to Port Ellen for a while, many took the opportunity to inspect the revamped pier and hotel. The next day the ship sailed via Armadale and Mallaig and landed over 200 at Inverie for a short stay. Then followed two successful days cruising from Kyle and Portree - to Gairloch and towards Loch Torridon (with over 500 aboard) on the Thursday and to Raasay and around Raasay and Rona on the Friday. The vessel then overnigheted at Tobermory (where the midges plagued both crew and passengers alike) before taking up her bank holiday weekend of sailings out of Oban. Saturday's trip took Waverley back to Armadale and Inverie- where over 300 were landed - while on Sunday 1st June almost 500 were carried on the "Four Lochs" cruise.

WHY DIDN'T YOU SAIL FROM FORT WILLIAM?

There was a change from the pattern of recent years due to the pier at Fort William being unavailable: on the Sunday evening a ceilidh cruise was offered out of Oban with the popular West Coast band Trail West playing onboard

WHY DID THE SHIP NOT LAND PASSENGERS AT IONA?

The first disruption to the season's schedule occurred on the Monday when sea conditions meant that a landing at Iona was not possible. Instead the ship completed a circumnavigation of Mull with close up views of the island of Staffa (in rather cool conditions, with persistent heavy showers).

WHAT HAPPENED AT PORT ELLEN ON THE RETURN?

The next day Waverley set off for her return to the Clyde with weather conditions improving all the time. A Port Ellen call had to be abandoned due to the unavailability of pier staff- seemingly they were all away at a funeral in Bowmore!

>> READ ALL BLOGS ONLINE AT
WWW.WAVERLEYEXCURSIONS.CO.UK

LORD of the GLENS again pulled off the berth to let us embark passengers for our run back to the Clyde which saw perhaps the nicest weather of the whole period... the evening sun in the Kilbrannan Sound providing a very nice end to the trip.

All in all a very enjoyable Western Isles trip with decent passenger numbers and congratulations due to the Company's Management and Ship's Catering Staff who all worked very hard to develop and implement the changes to the Catering offer onboard. It was also nice to see the new range of logo'd clothing selling like hot cakes from the Souvenir Shop!

Captain Andy O'Brian, Senior Master

Souvenirs

Waverley's Souvenir Shop has introduced the Signature Range for 2014, with Clothing, Crystal and engraved Hip Flasks, Tankards and Cufflinks you will find a very special memento of your day aboard Waverley

Clothing

Waverley's signature range of clothing has been designed specially for you by Waverley's Captain. In the first 10 days of sailing the shop sold out of most items so make sure you pick up your Polo shirt, Fleece or T Shirt the next time you are on board.

Gifts & Souvenirs

Browse the new range in the souvenir shop. From engraved Hip Flasks, Tankards, Cufflinks and Crystal to Keyrings - (which are useful items including a shopping trolley coin, bottle opener and torch!) , Lanyards, Bookmarks, Rulers, Coasters, Placemats, Shopping Bags, Jigsaws, Dominos, Binoculars, Fridge Magnets, Mugs, Postcards and much more - you are sure to find a gift for a friend and an excuse to buy something for yourself.

Every time you buy something onboard, you help ensure Waverley continues to sail.



A Special Anniversary

Paddler for £1 - August 8th, 1974

" It was on this date that the last sea-going paddle steamer in the world - Waverley - was sold by Caledonian MacBrayne (CalMac) to Waverley Steam Navigation Company (WSN) and the ship's future was secured as an operational pleasure steamer. "

Waverley had been laid up the end of September 1973 her future far from certain. She was an expensive member of the CalMac fleet and one which needed a great deal of care and attention. However, thanks to the efforts of members of the Paddle Steamer Preservation Society (PSPS) and in particular Douglas McGowan and Terry Sylvester, CalMac made the generous offer and Waverley was the Society's for the sum of just £1. It was therefore on the 8th August 1974 that Waverley was 'sold' for the token sum, although the actual pound was donated making the ship an outright gift! Ownership of the steamer passed from CalMac to

WSN and officially Waverley became the asset of her own company. It must have been a very proud moment when Douglas and Terry handed over that (donated) £1 note; although at the time did they really know what they were taking on?

Purchasing the ship was really the easy part, getting her fully crewed, refitted, certificated and ready for passenger service was a task which required real guts and determination. There was no real success from any other similar ventures but somehow Waverley shone through. It is to the credit of all involved with Waverley from her early years in



Eating & Drinking

The Trial Results Are In!

We started the Clyde season under extreme pressure as we were two staff members down on the shore side and had to prioritise what needed to be done to get the ship sailing. This meant that some of our plans for Catering were not implemented and we knew that communication of our offering was not what we had wished it to be nor was there any training for the new catering crew. A number of challenges cropped up as we started sailing. The fridge in the tea bar stopped working as did the till in the lower bar, the drinks dispenser in the bars had been damaged during an installation, and the new suppliers had issues in delivering to the Western Isles!

In trialling the new catering offering we set out with three objectives: To improve quality, To improve service, To improve the financial performance.

The feedback from customers and crew was that the quality greatly improved though there were some who wanted a return to last years offering The table service allowed us to interact with passengers when they finished their meal and get feedback which was in the main very positive. The Platters were welcomed as a lighter option and were used by some as a starter for their meal. The freshly made sandwiches have been a success.

Not everyone was happy with the table booking service but after ironing out some initial teething problems we have decided to continue with this. It offers a better service to passengers, ensures that the Cook can comply with hours of rest regulations and reduces wastage.

There will be fine tuning and constant review as the season continues. I thank you for your patience during the trial and look forward to serving you.

Lucy Morley, Onboard Services Manager



preservation and throughout the last 40 years that the steamer is still in service in 2014. Make no mistake her future still depends on the support of the public without whom this grand old lady, so deeply ingrained in the soul of the Clyde, will cease to sail. Today Waverley is in far better condition than the ship bought for £1 but she still requires significant investment, expenditure and maintenance to ensure she can continue to put to sea.

To celebrate the 'sale' of Waverley 40 years ago to WSN the Scottish Branch of the PSPS and the Clyde River Steamer Club have arranged a special cruise this season. On Friday 8th August Waverley will offer a very unusual cruise as she sails from Greenock, Largs, Ardrossan and Lochranza round Inchmarnock Island. This will be Waverley's first day cruise from Ardrossan since 1985. Tickets are now on sale through waverleyexcursions.co.uk or by calling 0845 130 4647. I look forward to welcoming many 'Friends of Waverley' on board. P Semple, PSPS



Your membership is an important strand in the strategy of communicating the Waverley message to government officials, business and the community at large. The more members we have the stronger our argument is that the ship should be supported as a national icon. Thank you for supporting us in this way. We hope you will encourage family, friends and colleagues to join Friends of Waverley. The Directors, Staff, Officers and Crew will all strive to continue to provide you with Great Days Out aboard Waverley. Kathleen O'Neill, Chief Executive - Waverley Excursions Ltd.