

HDML 1301

Meda

# Restoration plan

Plan of approach for the conservation of the English mahogany patrol ship, built in 1942, called "Meda"

Here we want to provide information to donors, sponsors and other interested parties about the renovation of this historic patrolship.

# Restoration plan

Plan of conservation of the mahogany patrolship from England, built in 1942, called "Meda"

---

## Index

---

|  |     |
|--|-----|
| Index  | 2   |
| Status of the ship                             | 3   |
| Intended use after restoration                 | 3   |
| Restoration policy                             | 3   |
| History of the ship                            | 3   |
| Plan of action                                 | 4   |
| Research                                       | 4   |
| Support / Stabilizing                          | 4   |
| Waterproofing of roof and deck                 | 4   |
| Make it passable in and on the ship            | 4   |
| Refurbishment in the areas                     | 4   |
| Restoring the electrical installation          | 5   |
| The restoration of the engines                 | 5   |
| Placing historical objects on the decks        | 5   |
| Renovation of the wheelhouse and officers stay | 5   |
| Management plan                                | 5   |
| Financing                                      | 5   |
| Valuation and comparison criteria              | 5   |
| Appendix 1, pictures                           | 6-9 |

---

## STATUS OF THE SHIP

---

The HDML 1301 Meda is owned by the museum "Mechanisch Erfgoed Centrum" in Dronten. This museum is owned by Dop Huisman. The museum aims to preserve historical heritage in the broadest sense of the word.

---

## INTENDED USE AFTER RESTORATION

---

The intention is to save the ship for the coming decades and bring it into such a state that interested people can take a closer look at how the people should work in here and live in the 2nd world war. The engines, and other machinery can also be viewed.  
There may also be thought about the use of the crew space, for small meetings (up to 12 people). The surrounding area around the ship will have to be cleaned up.

---

## RESTORATION POLICY

---

To get the ship in a condition so interested people can visit it, the outside of the hull is less important . Also all changes, made in 1966 to make the ship suitable for the passangers, will not be removed. This to show how it got a second life. If this did not happen, the ship probably did not exist anymore.

---

## HISTORY OF THE SHIP

---

The HDML (Harbour Defence Motor Launch) number 1301 was built in 1942, the keel was laid on October 4 at the W.H. Blackmore Yard in Bideford, County Devon, England. It was in the water on January 8, 1943, and was commisioned on finalised at April 6, 1943. The designe was from Admiral W.J. Holt.

A total of 486 were built, of which 360 were in England and others in America, Canada, India and Australia. The loaded displacement is 54 tons, the length is 72 feet, width 16 feet and the draft is 5 feet. The drive is driven by two Gardner 8-cylinder in-line engines of 113Kw, the speed is up to 12.5 knots ((± 24km / h). There is a third single cylinder Gardner engine to charge the batteries.

On July 10, 1943, the HDML 1301 participated in the "Operation Husky" invasion of Sicily. On September 9, it took part in "Operation Avalanche" in Salerno, the invasion of mainland Italy. On 17 June 1943, "Operation Brassard" took part in the invasion of Elba, where they had to land French and Moroccan troops. Hereby, the Commanding Officer Lt. F.L. Carter RNVR lost his life and several of the crew were injured.

After the war the ship was adapted for survey work and named "HMS Meda." In 1966 it was sold by the Navy to Sheppards Marina in Gibraltar. There she was converted to a yacht by Hector Sheppard-Capurro. He replaced the vertical steel ladders with more comfortable stairs. There was a sliding roof over the bridge and a canopy above the after deck. He enlarged the accommodation to provide more sleeping places.

In 2008 it was sold to 2 Dutchmen who wanted to make it weather original. It was sunk in 2010. After it was **lighted**, **raised** it was offered again. Dop Huisman bought it then, got the engines working and sailed it to Lelystad where he lived.

If a wooden ship is always in salt water, it will keep well, but it will leak in fresh water. That is why the ship is ashore. In 2012, it was moved to Dronten when the Huisman family got permission to build a museum there. The construction of the museum, lasted 4 years and took precedence over the ship, but in 2017 the work started again. There are now guided tours on the ship.

---

## PLAN OF ACTION

---

### RESEARCH

First, it will be investigated whether and where the ship is deformed and which parts are bad and must be replaced.

### SUPPORT / STABILIZING

There must be different, and more supports to allow the ship to stand firmly. The ship is on a lengthy keel made in 3 sections. The rear part (3 metres) has become weak during the years, and has fallen, causing a slight bend in the upper structure. It should also prevent the heavy engines sink around the keel, by placing additional supports in place.

### WATERPROOFING OF ROOF AND DECK

The chart-room must be made waterproof, this has been done for the time being by means of roofing felt. Later on the roof will have to be replaced. The beam layer of the wheelhouse is good. The front deck must be cleaned and loose paint particles must be removed after which it will get a new paint layer, first a gray primer and then a woodstain in the colour gray has been chosen. Durable for outdoors. Then the after deck where new planking must also be installed.

### MAKING IT AVAILABLE IN AND ON THE SHIP

The floorboards and the beams below them will have to be repaired so that you can walk safely. The stairs must also be properly restored and confirmed. The floor part in the toilet in the bow must be repaired.

### RENEWING THE CHART-ROOM AND THE OFFICERS' WARDROOM

The roof and side walls of the chart-room must be replaced. The part above and behind the chart-room must be renewed. In the officers' wardroom the roof and the side walls where the windows are placed in, must be replaced and the floor needs to be repaired

### OTHER ARTIFACTS THAT COULD BE DISPLAYED

This includes food items such as those used during the Second World War, clothing, helmets, rifles, and daily utensils. Bags and cans with food. We also think of the coal stoves as they were used at the time.

### REPAIRING THE ELECTRICAL INSTALLATION

The repair of the 24-volt installation, the batteries, lamps, radio room, fuse boxes, switches, and so on.

### RESTORING THE ENGINES

The drip trays underneath the engines must be cleaned, starter motors and the starter relays have to be repaired. On the engines the injectors will have to be removed first and oil has to be put on the pistons. Then the motors must be turned.

### THE PLACING OF HISTORICAL OBJECTS ON THE DECKS

Possibly original Oerlikon gun. Rescue rafts and other artifacts.

---

### MANAGING

---

To prevent the condition of the ship from deteriorating after restoration, regular maintenance and painting will be required. The engines will have to be started regularly (once every 2 months), and the batteries will be recharged.

---

### FINANCING

---

The necessary funds must come from the museum, sponsors, donors and other interested parties.

---

### WHAT IS THIS HISTORIC SHIP WORTH

---

#### MEANING OF THE OBJECT AND COMPARATIVE CRITERIA

Although there are still some HDMLs on the whole world, the 1301 is one of the few that is almost original (on many other HDMLs the entire superstructure is changed or removed)

As a war ship, there are still:

|      |                  |              |  |
|------|------------------|--------------|--|
| 1085 | Etive Shearwater | Scotland     | they have a plan for crowdfunding to restore it. |
| 1184 | Paea             | New. Zealand | restored and operational                         |
| 1301 | Meda             | Nederland    | needs to be restored                             |
| 1309 | Morning Wings    | England      | needs to be restored                             |
| 1321 | Rushwater        | Australia    | needs to be restored                             |
| 1348 | Kuparu           | New. Zealand | restored and operational                         |
| 1349 | Haku Black Watch | New. Zealand | needs to be restored                             |
| 1387 | Medusa           | England      | restored and operational                         |

## Appendix, pictures

---

### PICTURES AND DRAWINGS

---



*HDML 1301 in action*



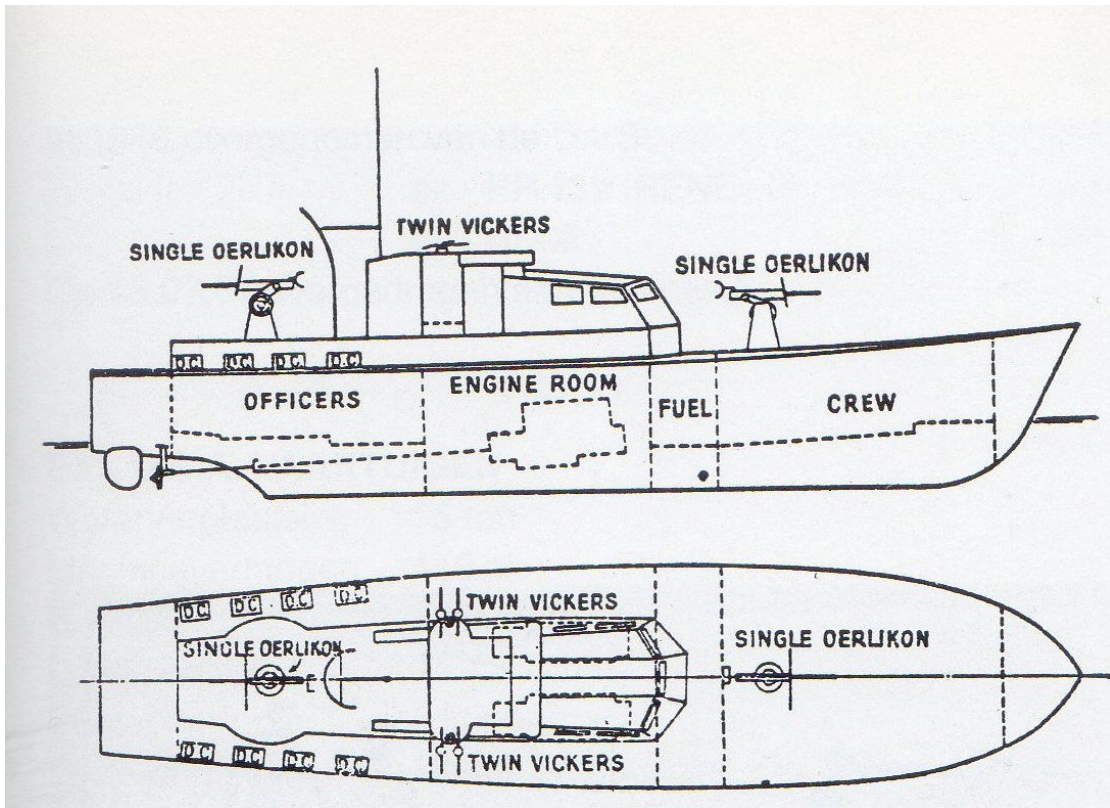
*The Meda in Dronten, at the museum*



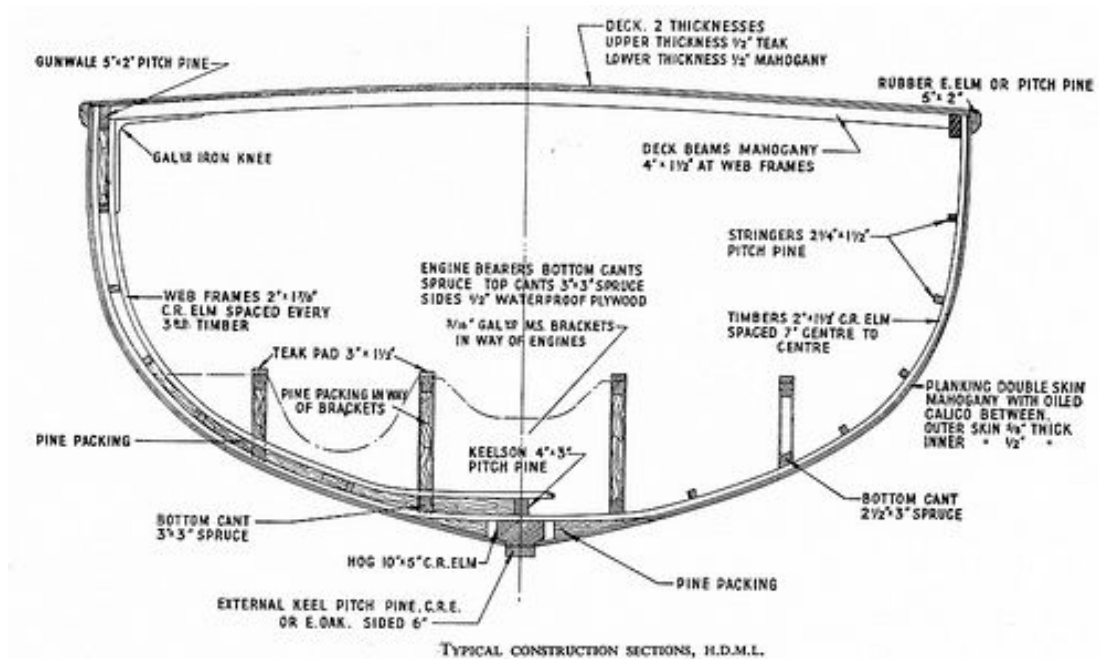
*The chart-room*



**The Crew room**



*The layout of the Meda*



*A cross section of the ship*

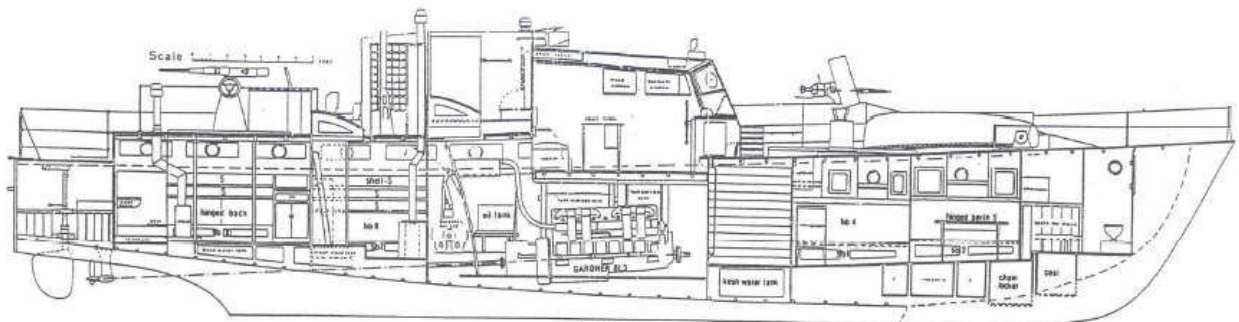




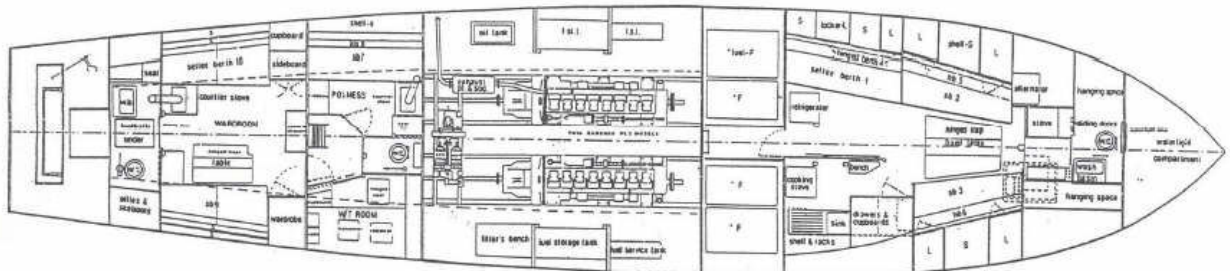
*The Meda in the Mediterranean as the yacht 'Gibel Tarik'*



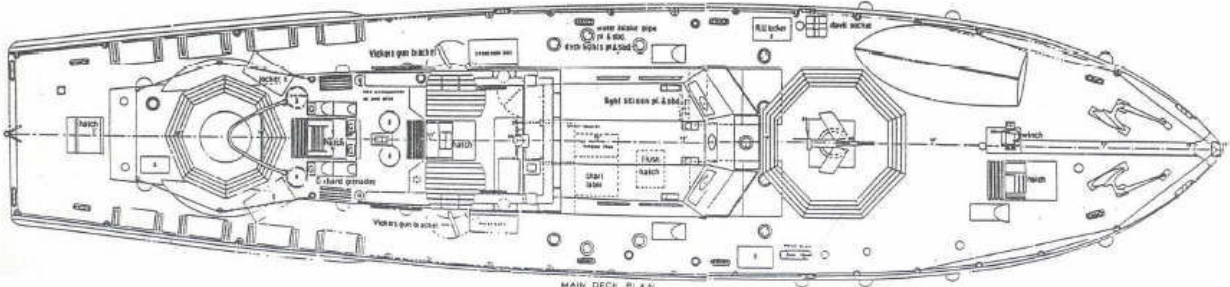
*The models, above as a war ship and under as a yacht*



SECTION



LOWER DECK PLAN



MAIN DECK PLAN

[WWW.MECMUSEUM.NL](http://WWW.MECMUSEUM.NL)