

Monthly News Letter

Boathouse 4 Volunteers

April 2019



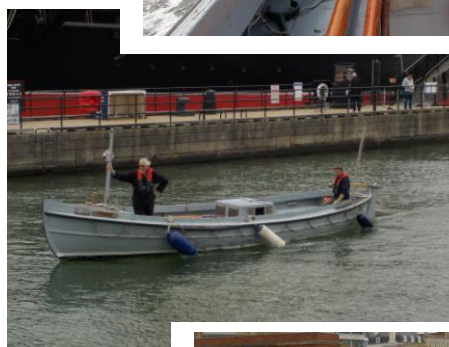
Well we have had a mixed month on the weather front but on the boat front we have had another good one with two boats finished and launched and good progress on the others.

Portsmouth Naval Base Property Trust



Cyclops –She remains on temporary hold so we still haven't managed to move Cyclops forward in the month again however we are hoping to restart in the coming month with some bench fitting work for some of the parts for her Gunwale/wash board so that they are ready for when we move into the next phase once all of the sole bearers are completed.

Motor Whaler Danae – She has continued use through the month as our general purpose work boat doing regular harbour crossings and additionally doing a little bit 'Tug' work. Over right she is on one of her



'ferry boat' trips back from Gosport with Danny and Eddie in the stern

whilst John B is up forward taking the photo. Over right Trevor and Tiger are using Danae to tow the Steam Cutter 438 from the slip to her



moorings on the finger pontoons.

Dartmouth Gig Restoration- The day finally came in the month for the gig to go back afloat following the completion of her restoration. Congratulations to all of the volunteers that were involved in bringing



her back to life over the past three turn out a superb little craft that



and a half years. They managed to look as good afloat as she does

ashore with her pretty wine glass transom. Above from left to right, the first photo shows Jim and Janet doing some very smart stitching to the leather work on her oars, Tom also did a bit of stitching after the maiden voyage to reposition the leathers once they had tried the oars in anger. Middle photo just as she is about to be launched and finally in the photo on the right she is underway with Jim, Tom and Duncan, as ever Jim is directing the operations whilst he has Tom and Duncan doing his bidding.

ST 1502 – Carl and the rest of team have been still doing the finishing touches to the Seaplane Tender. Once the new pontoons are finalised she will move outside in all her glory and be ready for use once again.

HSL 102 – In addition to her annual maintenance she has been moved away from the Heritage pontoon this month whilst work starts on the new pontoon arrangements. Once completed she will be brought back along with MGB 81 which has been having work carried out to prepare her for next month's 75th D Day commemorations over in Normandy at Pegasus Bridge.

Dghajsa – Wilson Pickett – Pauline P has continued her work on Wilson Pickett during her one day a week with us.



Harbour Launch D49– She remains in the dock inside Boathouse 4 pending appropriate funding.

LIBOR Projects “Funded by the Chancellor using LIBOR funds”

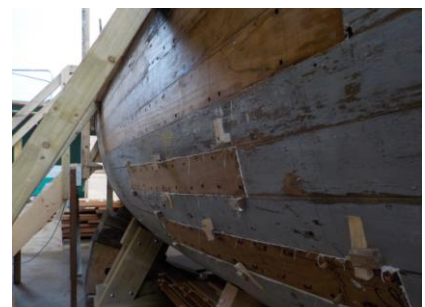
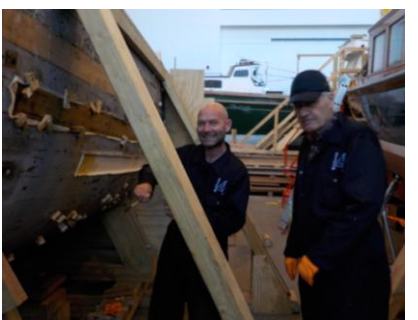
MGB 81 – She is away from the Heritage pontoons at present residing at Hornet over in Gosport pending the completion of the work on the new pontoons. The team have been working on her in readiness for her pending trip to France early in June

Landing Craft Assault LCA F 8 – Landau UK have continued their work on her in the month. Below



left they are fitting some of her armour plating back in place, middle and right are some of her other steel fittings that will be going back over the coming months. The two white 'boxes' on the right are her two fuel tanks which have been totally stripped and cleaned ready for some nice clean diesel oil to go back in once her engines are fitted.

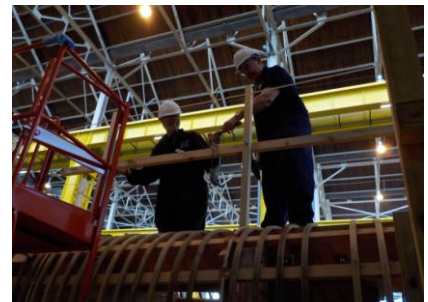
Armed Steam Cutter ASC 26 'Falmouth' – Some good progress has been achieved again this month, below left Christian and John S are prepping the hull with some oiled calico ready to refit another replacement plank section. In the middle Juliet is at work with her tray of white lead putty slurry coating



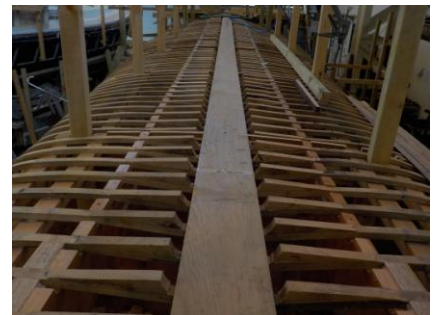
the bare inner planks before putting the calico in place and over right you can see several of the new longitudinal planks some completely nailed and others with the temporary screwed buttons. The planking repairs are now virtually completed and the remainder of the new steamed timbers will be going back in along with the risers and the inwales before Matt gets the engine bearers back in place. Her new engine and boiler are both being built off site and will be nearing completion through this year. Below left we can see the section of planking that Juliet had previously been putting is now in position and just needs final nailing and have the surplus calico cut back.

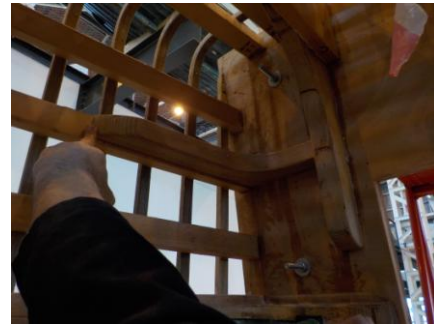


New Build CMB4 – We have had some more excellent movement forward this month. Steve and David completed the ‘highway to heaven’ which now allows us full access to the top of the boat so we can move along a lot of the fiddly jobs. Steve made an interim start on the stem forefoot chock but unfortunately we had to hold that job for a while. John P and Keith have completed the final fitting of the outstanding quarter knees, made and fitted a Samson post along with all of the necessary in-fills and reinforcing sections. Below left John and Keith are preparing the socket for the Samson post, middle photo shows Steve making his start on the forefoot chock and above right Steve and David are finalising the ‘highway to heaven’.



Below left a high level shot of our new work accessible area along the full length of the hog, in the middle photo below Mark is busy fitting some of the several hundred of wedges that he and John C had made earlier and finally below right a nice shot showing all of the little wedges glued and nailed in position. The little cut-outs along the hog are the limber holes which will allow any bilge water to drain down to the deepest part of the hull for pumping overboard.

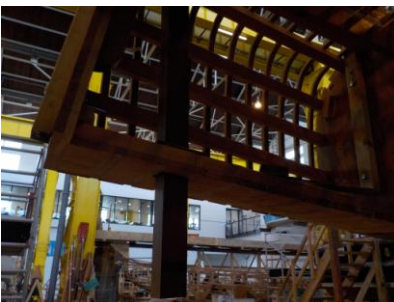




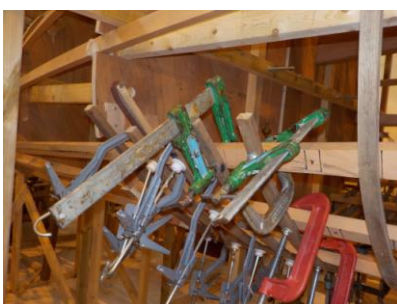
In the photos above left John B is cleaning up any surplus glue from the hog wedges and fairing the tops of them flat with the hog, in the middle photo John P is using a torture board to sand down the filler pieces along the starboard quarter sheer line. It is called a torture board for very good reasons. It is about three foot long with 40 grit sand paper on one side, raised to shoulder height and then with hands to each end you sand backwards and forwards taking off the high spots on the hull. After five minutes it is torture!! In the photo far right that is the finger of doom holding the final quarter knee in place as John P dry fits the little beast.



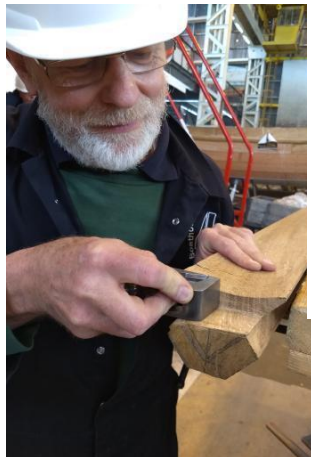
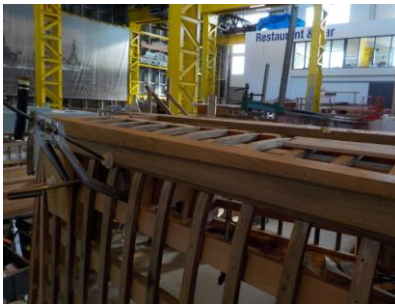
Above left Keith is cutting dozens of filler pieces that he is fitting between the timbers along the quarter sheer, middle above John P has paused for effect and over right again it is the finger of doom as he holds the end of a trial piece of samson post in place to check the fit through the deck cut-out. Below left the samson post is declared a good fit and once the length has been finalise John and Keith will shape and fit some nice tiddly brass inserts and a bronze cross 'Tee' piece. Below middle Steve, Keith, John P and Fred are fitting some steamed deck timbers in place and finally over right Steve is taking 'five' between accepting the next hot timber.



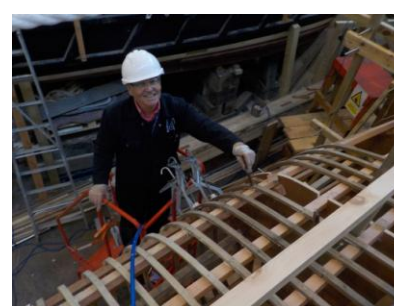
Below left is fair plethora of clamps all holding the newly steamed deck timbers in place, they will be glued and nailed a little later on once the sheer stringer has been finally faired in. (We lived to regret not gluing these in place at the time but more of that later). Below middle the dreaded sheer stringer and some of the foredeck stringers as they sweep forward towards the stem. This is the group that need to be faired in and below right John S is having a go working in tight spaces.



Whilst this was going on up forward, Jimmy M and Duncan have been busy down aft working on the complex shaped transom chine log sections. These are being worked out of solid oak and will accomodate the transtion of the planking from the rounded hull section to the final 7 or 8 feet of the squared section right aft joining onto the transom. Some of this work is shown below. In the left hand photo the port chine log has been part worked being trialled for fit, in the middle photo Duncan is carfully fettling the end that interfaces with the transom and far right the starboard log clearly showing the rebate for the double planking to land on. This section will need to be very sharp along that edge without any bevels and rounds as the design needs to water to shed very easily and a sharp edge allows this to happen.



Ian P and the Wednesday team and Jeremy and Susan D on the Friday team have put some more hull timbers in and in the photo below left four new ones can be seen with their temporary nails and buttons, in the middle photo on the floor below the boat are Steve, John, Keith and Fred's deck timbers all carefully unclamped, removed, labelled and stored. Ready to be refitted at a later date. Like I said before, they knew they should have glued them at the time. "Putting on Tuesday" Versus "Taking off Wednesday" and we all know who won that match. Finally below right we can see John C working with Fred 9out of shot on top of the boat) gluing and nailing some of the earlier steamed bifurcated timbers.

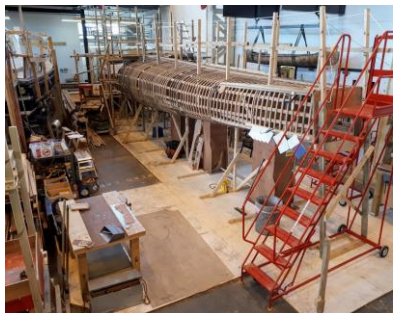
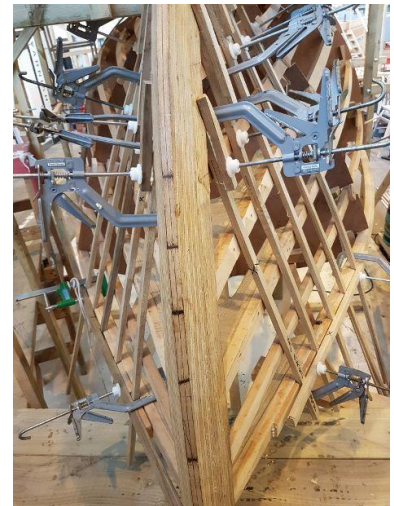


In the photos below some of the other work that has been taking place, below left JohnP and Keith's infills are all in place and they have started to fair off all of the sticky out bits, here they have fitted a temporary fairing batten to check the line, looking along the batten shows that we still have a bit more tweaking to do to get the slight curve out of it.



In the middle photo above Geoff G is converting an idea out Fred's head (not an easy task) into a piece of hardware that may hopefully replace the dreaded torture board. Here Geoff is fitting an orbital sander to a long board which if successful may take out some of the pain of fairing the hull, above right Mark is getting ready to glue up some of the timbers.

In the photos below Steve and Trevor have embarked on a tidy up mission and are making a spare timber rack so that all of our surplus long timbers can be moved out from under the boat. In the middle photo Brian D is busy working on the forward sheer stringer as he tries to get a fair line in place and over right Ian P and the Wednesday team have followed on from Brian, Steve and John W getting some semblance of order into the sharp end of the boat with some temporary faings timbers.



Following on from the tidy up and with the aim of improving day to day communications Steve and Fred have produced some job cards for each of the teams to

work with and record progress and thought processes and finally above middle the result of Steve and Trevor's clean up, a pristine work floor.

The New pontoons are coming - As I have said in earlier months we have been awaiting our new mooring pontoons to be located just to the north of the Heritage Pontoon. Work finally started in the



month, below left some of the pontoons are being prepared ashore on the slipway before floating them round the the dolphins. Just to the left the dolphins are in place and the first sets of pontoons are connected up along with an access gangway. This new arrangement will allow for

visitors to walk down to the boats that are moored up and be able to get a nice view of them afloat.

Steam Cutter SC 438 - Over the past twelve months we have reported on the various repair and restoration works carried out by our volunteers and students associated with the privately owned steam cutter SC438. Towards the end of this month she was finally launched and moored alongside Steam Pinnace 199. The photos below show her launch and subsequent tow over to her moorings.



Top left she is on the way to the top of the slip followed by her just about to re-engage with her natural element. Above right Tiger is bringing 'Danae' into range for 'permission to come alongside' and then she is under tow just across the water to her new mooring. All took place as planned and luckily this time 'Mr

Cock Up' failed to join the crew. Steaming will undoubtedly take place next month so watch this space.

Suggestions for next month - If you have got any ditties, lies, scandal or photos that you would like to see in print just let me know, my 'e' mail address is: - boatbitsisus@ntlworld.com. Fred is the name.