

Monthly News Letter

Boathouse 4 Volunteers

July 2019



Half way through the year, loads of work done and even more yet to be done but at least the weather has been kind to us all in Portsmouth.

Portsmouth Naval Base Property Trust



put back all of the fine traditional design work onto her wash boards/sheer strakes. Above Pauline is just getting started with some of the tiddly bits around the wash board limber holes. Due to other boat movements it has also been necessary to move her back next to the Gig.

Harbour Launch D49– She remains in the dock inside Boathouse 4 pending appropriate funding with running maintenance on her pumps and batteries. She has however been in and out of the dock several times in the month to allow for general boat movements.

LIBOR Projects “Funded by the Chancellor using LIBOR funds”

The New Pontoons – These are now in regular use as can be seen top of this page but in addition to our regular boats we had a visiting boat in the month that attracted a lot of visitors. We hosted the replica of HMS Pickle and she was alongside for just under a week from Wednesday 17th July. The topsail schooner later known as HMS Pickle was originally called Sting and was built in 1799 in

Cyclops –She remains on temporary hold so we still haven't managed to move Cyclops forward again in this month.

The Power Boats HSL 102, ST 1502 and MGB 81 –

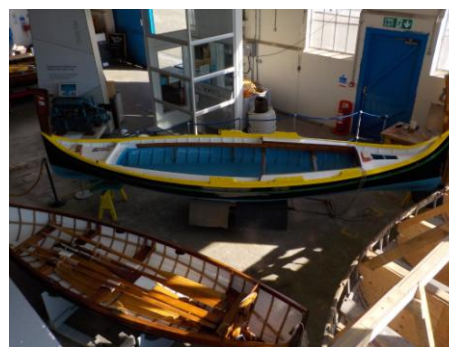
The three main power boats are all located on the new pontoons and have been operational during the month with numerous charters. Over right they are alongside having been joined in the month by the Steam Pinnacle 199.



Maltese Dghajsa – Wilson Pickett –



Having been used by the IBTC school during the previous month to have her hull completely painted she has now been handed back to Pauline P to



Bermuda, where this type of vessel was known as a Bermuda sloop. She was purchased for £2500 (Present equivalent £10,390,000) by Vice-Admiral Lord Hugh Seymour, the commander in chief on the Jamaica Station in 1800. Pickle was 127 tons, 73' long, 20' beam, gaff rigged with a square topsail on the foremast. She had a complement of around 40 and was armed with 8 twelve pounder cannonades.



Following the Battle of Trafalgar Pickle was despatched to England with the following words.

"Make haste, little Pickle" the Admiral said "Go and tell England that Nelson is dead." In the photo over right, courtesy Steve Dawson on his trip to the Signal tower you can see Pickle far right on the pontoons.



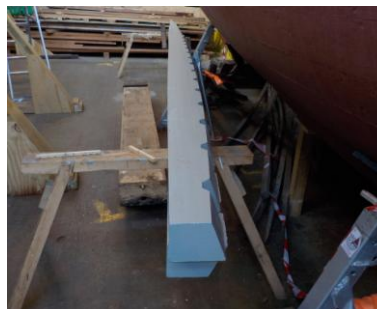
Landing Craft Assault LCA F 8 – Landau UK are making great inroads with her as the restoration moves into another



phase. They started to fit the new engines this month along with her stern gear. Some of the activities can be seen in the photos above. Above left the Port engine is in place and over right one of her rudders and stern tubes are back in place. Top right some of the remaining kit of parts that they have to find a home for. In the photo centre above her after deck is just about ready to take her armoured conning position back in place.



Armed Steam Cutter ASC 26 'Falmouth' – Below left Trevor is in the process of doing a bit of rework as he drills out some of the new rivets/nails as a few gunwale planking sections have been found in need of replacement, this was found during the dry fitting of the inwales. Below middle are the engine bearers all cleaned up and primed ready to go back in and below right the gunwale planking repairs are



underway. Bottom left is a happy chappy Matt as he surveys the progress after being diverted for several weeks onto other priorities. Falmouth's new steam engine is now with us as you can see in the photo below right and it requires some running in. In case there are any disbelievers amongst you if you paste the following address /link into your search engine you can watch our little machine go 'chuggy chug chug chug,' In the video clip it is being powered by a small compressor with not a lot of 'blow' so movement is a bit hit and miss but I am sure you will get the gist of the beast.

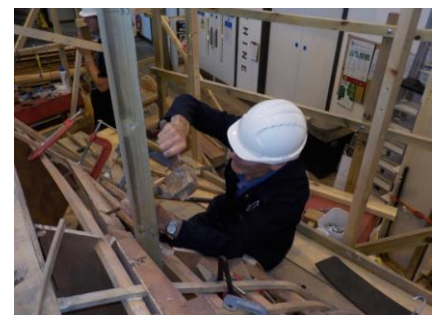
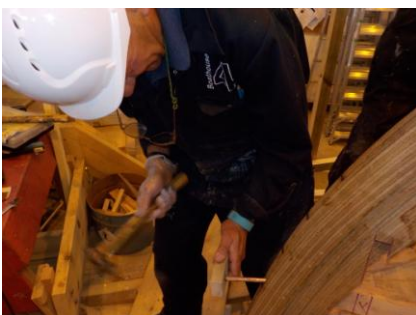


<https://www.facebook.com/662222557286452/videos/402677023719254/>

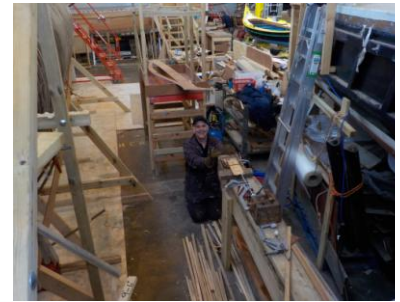
New Build CMB4 – Progress has been steady this month, no major breaks through but quite a bit of consolidation. The sharp end is still a bit problematical as we try to develop the shape of the stem and rebates to allow for the transition of the planking from two layers up to three and then back to two again. All of this is due to the hydroplaning step which is planted onto the hull after first planking with two layers but the step planking also has to blend into the first two layers. Below left Ian and his team have made up a dummy plank to try out the lay of the rebates, middle photo shows John B still doing catch up with the errant timbers and below left Pip is helping to put in some steamed timbers in right up forward.



We finally managed to fit the breast-hook bolts and below left Whaler John is driving the bolt home and we all prayed that he had it right 'cos ain't coming out again'. In the middle photo John and Brian D are cutting slots into the engine bearer sticky out bits as they fair the ends into the shape of the hull. Below right Brian is getting very serious with a big man's mallet and chisel.



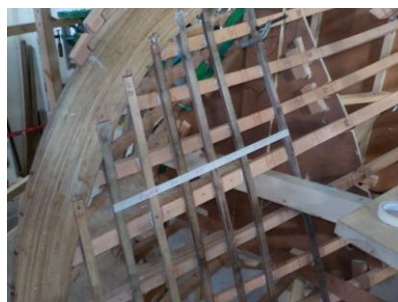
In the photo top left on next page you can see the outcome of Brian D's fettling whilst in the bottom middle shot Matt is giving Gabi a master class in sawmanship. Gabi is cutting some timbers for steaming for the sharp end, in the bottom right hand photos Fay is busy still tidying up the surplus glue left by over generous gluers. The down side of what Fay is doing is that she is so good at it everyone thinks that it is ok to use too much glue cos Fay will get rid of it. Believe me it is a hateful little job so I take my hat off to Fay and anyone else that volunteers or gets press ganged into doing it.



Above some more steamed timbers have gone in place at the stem and above middle Steve D and Sam are fitting a few more whilst over right Fred is feeding the steam box with the 'Gabi cut timbers'. As part of the stem/ forefoot development process it has proved necessary to fit some more laminations onto the boat, below left and middle Whaler John and Steve D are in the process of clamping up two quite heavy steamed laminations before they cool down too much, hence Steve looks like he is playing a tune diving from one clamp to the next. They only have about two minutes before the timbers get too cold to bend properly. Below right David Y is making a full set of deck cleats, here he looks like he is saying "look mum see what I made today". They won't be needed just yet but it a good investment to get as many bits and bobs made in advance.



Below left Brian D is gluing up the previously steamed and shaped timbers, he may be one of the generous glue guys that Fay is cleaning up after. Middle photo shows Brian's output and far right John is fine tuning a glued joint on an additional deck stringers as he fits a tricky little multi bevelled joint.



Original CMB4 – As I had said previously during June we had taken delivery of the CMB4 from the Imperial War Museum so we spent quite a bit of time this month getting her set up onto her special

steel cradle so that she could be safely lifted onto the exhibition steels hanging off the Boat House 4 mezzanine floor. The following photos below show some of this work in progress along with the boat finally on display. It was necessary to make up six pairs of shaped and padded 'chairs' for the hull to sit on some of these are being progressed by Kevin and Brian E below left. It was also necessary to fit internal reinforcing braces to stop our lifting strops from crushing her delicate hull. These were designed and installed by Tom, Brian and Christian with guidance from Bob and Matt. Second row down on the right Matt and Christian snuggling down inside fitting the supports whilst same row Whaler John on the left and Brian E and Pip are marking off some of the base boards for the chairs.



Above third row down on the left Geoff is shaping one of the main 'chairs' with Carl in the middle doing the same along with Aaron right. Finally bottom left she is up and away with the lift in progress and bottom row right as she can be seen from the cab of the crane above the workshop hanging on her steels for all to see. If you

would like to see how she made the journey from the shop floor to her perch high above then please take the time to cut and paste the link below into your search engine and watch as she is lifted into place. It is well worth a few minutes of you time and whilst you are watching it just think 'Benny Hill'.

<https://www.facebook.com/Boathouse4/videos/2340674816259856/UzpfSTY2MjlyMjU1NzI4NjQ1MjoxNDI2MjQ4NTA3NTUwNTE2/>

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.