

Monthly News Letter

Boathouse 4 Volunteers

March 2019



Yet another month has gone by, British Summer Time is with us along with March winds blowing and April showers pending.

Portsmouth Naval Base Property Trust



Cyclops – Hold our hands out and smack our wrists, I am sorry to say that we still haven't managed to move Cyclops forward in the month again. Must do better, watch this space.

Motor Whaler Danae – She has been in use through the month as our general purpose work boat doing regular harbour crossings.

Dartmouth Gig Restoration- Tom B has made her



some stretchers and foot rests to help once she is finally launched and pulled around the

harbour.

ST 1502 – The team have been pushing on to get all of the final tiddly bits finished.

Over right is a general shot showing



her new engine covers and floor boards Over left Whaler John and Trevor are

putting the finishing touches to the break waters on the after cabin roof.

HSL 102 – Her annual maintenance program has progressed and in addition to the cosmetic work and her anti-fouling and sacrificial anodes being replaced etc. she has had three new propeller shafts fitted along with all of the associated cutlass bearings. This became necessary due to excessive wear and some corrosion in the shafts. In the photo over right the heavy pitting in one of the shafts can be seen as pointed out by Tiger's dreaded fingers of doom. All of this work was carried out by Tiger, Chris A, Chris H, Danny, Shiner W and Eddie. Like all jobs boat faced it was not a straight forward 'Lets take out the propshafts' because there were little things like propellers and rudders in the way that had to be taken off along with seized cutlass bearings to be freed up. This main work is now complete and some minor alignment is necessary before any high speed runs can be taken.



Dghajsa – Wilson Pickett – Pauline P can be seen below left as she paints a carved wooden plaque removed from the supporting display board off Wilson Pickett.

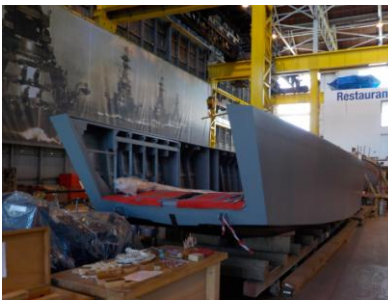


Harbour Launch D49– She remains in the dock inside Boathouse 4 pending appropriate funding.

LIBOR Projects “Funded by the Chancellor using LIBOR funds”

MGB 81 – She hasn’t been used in anger this month but she is being prepped for the forthcoming 75th Anniversary of the D Day landings when she will be back at Pegasus Bridge along with 102.

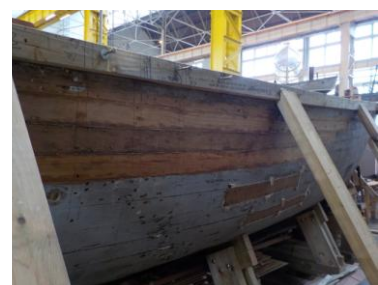
Landing Craft Assault LCA F 8 – Landau UK returned her to us in the month, they did a splendid job



of rebuilding her and as you can see above she will soon be ready to have her armour plating put back along her sides. Above right all of her steel fittings have been sand blasted, primed and painted ready to go back on and over left her two brand new 6 cylinder diesel engines are out of their crates but still wrapped up.

Armed Steam Cutter ASC 26 ‘Falmouth’ – Matt’s teams have been busy again in the month. Below left and middle ‘Little’ Matt,

Whaler John and Geoff G are busy springing in another internal plank so that it will be ready for nailing. Below right is a fisheye view of her internal hull courtesy of Mark S my trainee reporter. Bottom left and middle both show more external plank repairs just about ready for nailing once the surplus oiled calico membrane has been cut away and below far right is an overall view of her starboard side.



New Build CMB4 – This month has seen some more movement along with some significant stages achieved. The first significant stage was the removal of the transom supports, this was an act of faith as we didn't want a droopy rear end. Luckily once John P had cut away the supports she remained strong



and true as you can see in the first photo above left. The second significant stage was the removal of one of our assembly towers. This was achieved by Steve D taking his wibbly wobbly sabre saw in hand and cutting away a two foot section from the middle. Once this was released we took out the bottom bit bolted to the floor and then miraculously slid out the top section from between the engine beds. The plus side of letting Steve loose with his saw was that we could sell the bits to our visitors as parts of a jigsaw puzzle. True to all of our calculations the hull remained firmly upright defying gravity even without one of her towers.



The removal of the tower allowed us to finally fit the foredeck stingers which in turn allowed us to fit some of the full circumference steamed timbers for the first time.

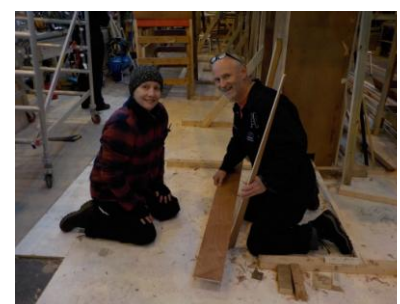


In the photos above Fred and Matt are working from the 'howdah whilst a combined student / volunteer team are feeding up the hot timbers. Another major stage achieved this month was the building of the high level staging to let us get onto the stem forefoot. Below left Steve and David S are looking pleased with themselves for having got the very first planks up in place which then allowed them to fine tune the whole structure

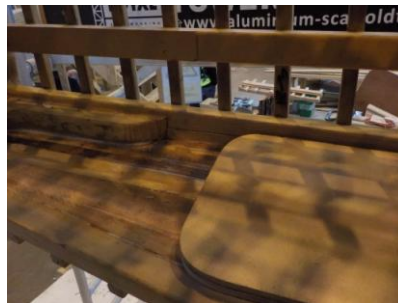




Above the photos cover the whole process from a small thought in Fred's head through to the final glorious structure as interpreted and developed by Steve and David. Below left the staging in use by Fred and Mark as they laminate the stem forefoot in place.



Meanwhile other volunteers were working on the back end building in some reinforcements to take the deck fittings much later on. Above right Oscar and Juliet (they are volunteers not random members of the phonetic alphabet appreciation society) are making some patterns for the stringer infills.



Top left Oscar is dry fitting the longitudinal infills, top middle one of the internal cleat support pads has been glued in place and top right John P is fitting the external infil sections. Above left Keith is gluing up another pad and Billy drew the short straw as he is planing/sanding off the surplus timber that John and Co fitted. The final configuration is sturdy to say the least I think that we should be able to tie up a Type 45 destroyer to it in a force 8 blow.

Below left on the next page John C is steaming one of the fitted timbers as a trial to see if he could reshape it as it had a flat profile when originally fitted. Compared to the 'before' profile the 'after' profile is looking pretty damn good with a nice fair curve put into it, had this not worked we would probably

have had to replace the whole timber. Above right John and Fay are busy gluing and polymer nailing some of the previously steamed timbers.



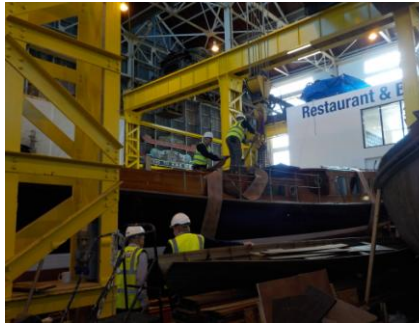
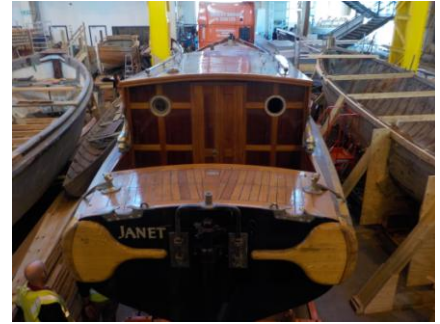
Yet another major stage started this month has been the manufacture and fitting of the transom chine logs. Jimmy M has taken this on board and along with Tom and Janet and the Thursday team they have been shaping some very expensive bits of oak as they get the 'logs' to bed in over the tight radiussed after timbers. Below left and middle the first one is shaping up well and is sitting quite nicely. Below right shows the profile of the logs as they are developed. The rebates will take the plank edges once we start to plank up the boat ensuring we have a very sharp edge to give the correct hydrodynamic section to shed water at speed.



Some other actions taking place have been tidying up some of the sticky out bits along the torpedo tube cut-out see middle above as David gets to grip with his trusty saw, Whaler John locked into the forepeak as he fits the last of the deck stringers in place and above left Steve D is scarfing an extension piece to another of the deck stringers. Finally our Venezuelan friend Gabi has been keeping a watching brief on the overall build and has given us the opportunity to see one of his sketches as the steaming progresses. I would like to thank Gabi for taking the time to create his version of the CMB4

build and for being prepared to share it with us.

A new Delivery in the Month – During this month we have been lucky enough to have taken delivery of Janet, another Ex RN steam cutter. She is going to be with us on loan for a period and will



temporarily supplement our steam collection. The current plans are for her be given a good make over for the current season after which she will be moored for display on the new pontoon configuration which is due to start construction in April. Her steam plant is pretty much

upto date and certificated so hopefully she will be steamed at some point. The photos above show her being brought into the boathouse and craned off the low loader. Bottom left is our Admiral Neil Rankin one of our illustrious leader and one of the prime movers in getting Janet located with us. Watch this space for more on Janet in the coming months.

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.