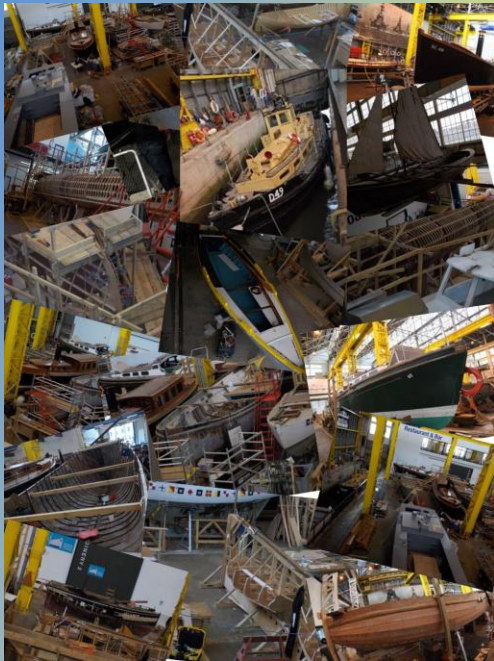


Monthly News Letter

Boathouse 4 Volunteers

May 2019



Ongoing progress on most fronts this month. Our two Power boats are in readiness for Normandy and the new pontoons are all in place ready to take all of our boats afloat.

Portsmouth Naval Base Property Trust



as you can see Tom is being fairly aggressive with his steering as they dare the other crews to get in their way. In the second photo above right she is beached along with other boats and she certainly doesn't look out of place. Congratulations to Tom and his crew.

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. As part of her final spruce up Sadie is in the process of giving her decks another coat of paint.

HSL 102 – She is back on the Heritage Pontoon and work is in hand getting her fully ready for any charters and the up and coming 75th D Day commemorations at Pegasus Bridge over in Normandy. Over right Carl is working with Tom polishing her topsides, fitting the mast. She also had her rubbing strakes cleaned down to gleaming bare teak and is looking very good. The full team have spent a long time working on her in this last month.

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 been in general use again through this month keeping Danny and Co on their toes. There is a short article later on covering one of Danae's slightly older sisters. Watch out for it as questions may be asked.

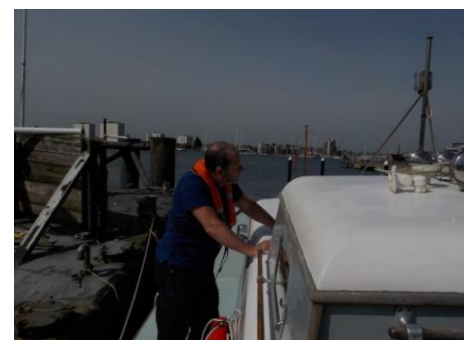
Dartmouth Gig Restoration- The Gig has been used in anger this month being based at the



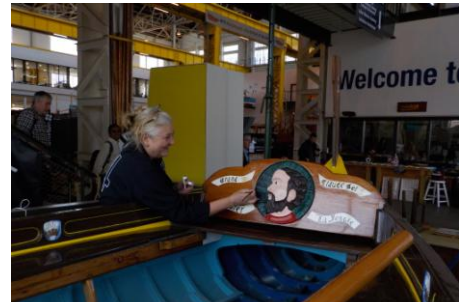
Langston Rowing club. Tom entered her into this year's Hamble raid. He and his crew did very well and she finished first in her class over a six mile pulling race. Tom hasn't actually said if she was in 'Dartmouth Gigs built circa 1972 and restored by Boat

House 4
Volunteers'
Class.

Above top
the race
has just
started and



Dghajsa – Wilson Pickett – Pauline P and Jeremy C have been working on her this month. Over right Pauline is adding a final touch to the boat's back rest. Below left Jeremy is polishing up some of the brass strip on her stern post whilst in the photo below right Pauline is doing the same to the stem post



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

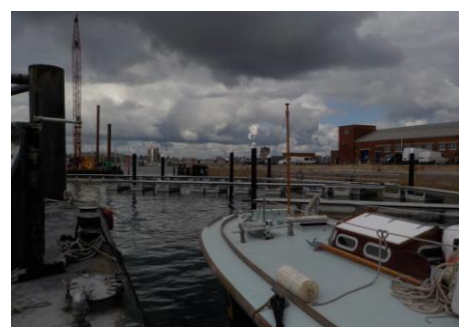
LIBOR Projects “Funded by the Chancellor using LIBOR funds”

MGB 81 – Back on the Heritage Pontoon she is having work carried out to bring her up to a high cosmetic standard for her forthcoming trip to Normandy. All of her accommodation has been repainted following her refit and below left David S is working on her rubbing strakes along with many others. I think that it may have been a long



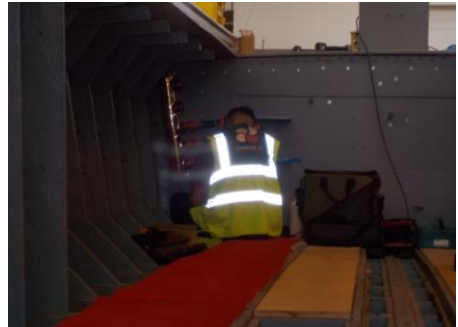
day on his hands and knees sanding and scraping to get the teak all bright a glowing. In the photo above right Carl is also seen as he gets on to his next job. In the photo over left John C is back on his knees again working on the teak. Above photo in the middle you can just see the transom of a new friend about to join the flotilla going over to Normandy, she is the Anti Submarine Attack Boat 27.

The New Pontoons – Putting the new pontoons in place has been a big task over the month the final layout is pretty substantial and will easily accommodate all of our boats afloat. This format will also allow visitors controlled access to view the boats afloat. At the top of the next page you can see most of the new mooring pontoons along with MGB 81, ASB27 and Danae as well as Steam Cutter SC438 which is making use of one of the new pontoons.

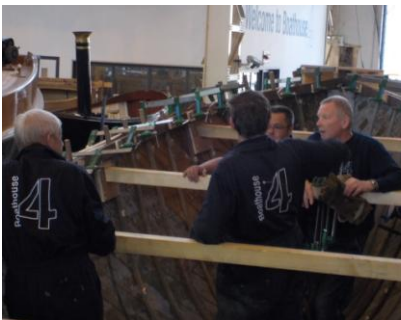




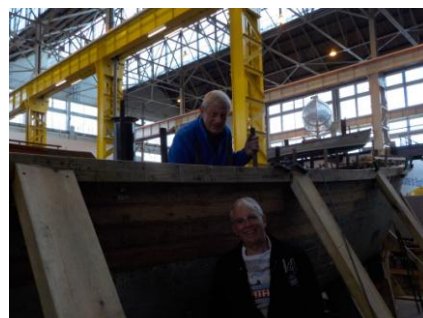
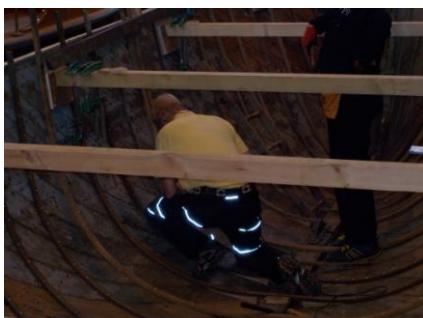
Landing Craft Assault LCA F 8 – Landau UK have continued their work on her in the month. The armour plating is progressing as are the engine room fittings and the wide range of deck and hull fittings as they are going back in place. In the photo over right one of the team is fitting some very nice bright and shiny hull valves which will be controlling the outflow of the bilges. (In operation the landing craft had the capability of being flooded down on shallow beaches, The outfalls were tee'd into some very high rate pumps capable of pumping the flood water out at very high volumes once it was time to pull off the beach.)



Armed Steam Cutter ASC 26 'Falmouth' – Matt and his teams have made more good progress in the month. The planking is now completed and the steamed timbers are moving on very well and over the next few



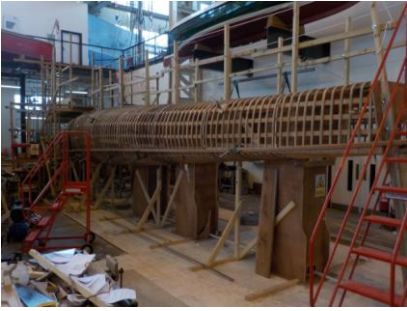
weeks all of the timber replacements will be complete. Below left and centre the team has just finished



steaming and dry fitting the two forward sections of the inwales. Above right Paul looks as though he having a quick lie down when in fact he is waiting for David P to drill a nail hole through one of the timbers at which time Paul will jump into life and start dollying up on the riveting. Below left David is

busy drilling and below middle He and Paul are taking a bow.

New Build CMB4 – The daily teams have progressed well again in the month. We are now about 75 % complete with the steamed timbers leaving the forward end to negotiate around. A lot of time has been spent on the dreaded sheer stringers as we have been putting on timber and taking off timber trying to get the three dimensional jigsaw put together so that she looks sweet and fair from all angles. In the photo at the top left of the next page we have put up a sheer fairing batten along the full length of the boat to try to get some semblance of the right direction and shape as we continue to fettle the sharp end away. Next page top middle shows Steve B in the process of fitting some temporary dummy timbers and over right Janet is in the machine shop working with Tom and Paul prepping some of the last outstanding full length timbers ready for steaming to fill in some of our gaps.



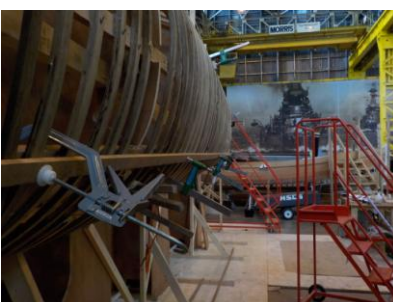
Below left Tom and Brian E are loading the steam box with the recently prepped timbers whilst below in the middle Ian P and Steve B are cutting some scarf joints into a series of short timbers ready for steaming and over right Steve B is fitting one of the recently hot timbers in place.



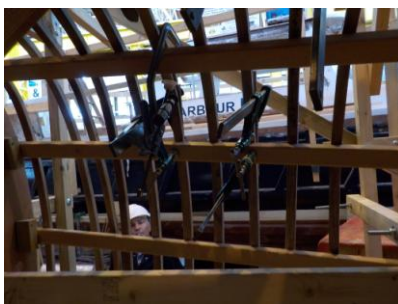
Below left Tom and Bob are working on the stem fore foot chock so that it can be moved on and the very complex shape can be developed allowing the double layered planking to transition from the flat of the hog through ninety degrees as it rolls over and into the stem rebates. On a normal build boat this would have been relatively easy as the plank edges would have followed the keel. There is no keel Below middle John P and Keith D are busy fitting the side deck cleat reinforcing infill sections and over left Steve is busy back on the forward section fairing in the sheer. Here he is fitting temporary dummy timbers using the polymer nail gun, this way as they are lw profile it is easy to spot any deviations.



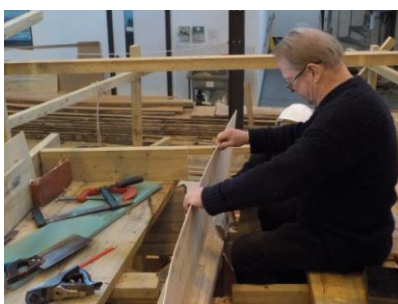
Below the sheer fairing batten can be seen looking from the sharp end back towards the transom. Below middle Whaler John is still busy fairing in the sheer with a big man's plane whilst below right John C is the 'steam box' man of the day handing the hot timbers through to Fred who then passes them through the boat to his mate Steve on the other side and then 'Hey Presto' just a few banded fingers, lots of clamps, and the odd naughty word and you have another set of six timbers all bent and fixed in place.



Below left you have Fred's eye view on the world as the team carefully build him into the boat, in the middle Steve's sharp end fairing if nearing completion as are Keiths side deck infill sections.



Back to the stem forefoot chock and below Bob is back at it this time working with Whaler John getting some semblance of order into the rolling bevels and transitionary rebates. Finally below right John P and Keith D have faired in all of their filler pieces so that the job looks as though it could have actually been planned. The cleats fitted thorough all of this revinfocement will be capable of taking the Warrior under tow in a force 6, or at least that is the aim.



A little point of interest – For everyone with a particular fondness of our Motor Whaler Danae the following ditty may be of interest. In the month I received a nice letter from one of our regular readers based in Holland. Gerwin and his wife managed to buy a Motor Whaler some years ago. She was built in 1974 two years before Danae. She was one of 8 ordered for the Army, presumably for the Maritime Regiment.

Over the years they have used her in various modes until they homed in on her current layout and with her new engine and fuel tanks etc. Below are some extracts from Gerwin Oudhaarlem's Ditty sent to me in the last few days.

"It all started when we received a phone call from a friend of ours that imports cranes (mostly marine type) from Canada. On the last shipment (2006) he received 8 cranes and on top there were two whaler boats. He knew we were looking for a small boat so we could make a first choice. We went there and looked at them. 1 had big bump in the polyester hull. So we took the one we have now. We went there to pick it up with a new boat trailer but that one was too small. The second trailer was big enough and could hold the boat.

We placed it in our backyard and started to make plans on how to restore the beauty. Winter past and after the third winter in the backyard our mother told us to start working on it or sell it. So we made a start but had no idea what we would encounter. The air-cooled engine was in working order but on our trips in the canals of Amsterdam you don't want the heat and noise in the cabin. So we started to refit it with a water cooled Lister Petter STW2 engine. We found one but it needed a lot of TLC. The short version was that the water cooled engine needed a big overhaul. We found an enthusiastic company that wanted to do the job. With the engine being taken care of we also found a carpenter who could make a new and strong base for the engine. With that on the way the engine was taken care of. When the engine foundation was ready the boat was moved to the engine builder to fit everything. New diesel tanks were made following the hull on both sides of the engine base. The prop shaft was made and finally the prop was designed and placed.

Then everything came to a stop. We had a boat on a trailer with a shining engine that runs perfectly. But everything turned out so beautiful that we saw we couldn't do it ourselves. So we started looking for

a ship carpenter / craftsman that could do the job. We searched for a long time and finally found a retired carpenter that used to work at Feadship. He didn't jump up and down immediately when we called him but when he saw the boat for the first time and saw the lines of the boat he couldn't wait to start. It took him 2 years (on and off) to complete the job. We are still overwhelmed every time we enter the boat. Every detail is just spot on. Okay it took some time and of course some money but the boat has turned out better than ever dreamed of. It attracts a lot of attention when we glide by. We did some investigation in the history of the boat and we found that it was build for the British army in 1974 and it was number 18 of that year."

Below are some of the photos that Gerwin has sent to me to share with all of our readers. They have produced a boat that they can be truly proud of with lots of luxurious touches whilst retaining the original shape, form and function of the boat. Congratulations to Gerwin and his wife on a good job well executed.



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.