

Monthly Newsletter

Boathouse 4 Volunteers

February and March 2024



The roofing maintenance program is complete and we are now back on our boats. This is a combination write up covering Feb and March. CMB4R is ready for sea trials work is ongoing on the boats. F8 has completed trials.



This edition is a combination edition covering the two months, February and March 2024



VIC 56 Our intrepid duo, Bob and Paul have been very busy in the two months. Having got the boat up to scratch and looking "ticky boo" they have been hosting visitor open days with guided tours. The attached photos cover some of their activities. In the photos above you can see Emily, our pocket rocket inside the boiler. I can't think of anyone else that could take this task on nor do I know anyone else that would want to.



Whilst Emily was inside the boiler cleaning it out Paul had managed to convince a tame welder (I think his name is Steve) to do some patching up of the boiler room deck plates. The photos above show some of the work in progress. Below left and middle the

finished welds, below right a nicely newly lagged pipe and long weld seam.

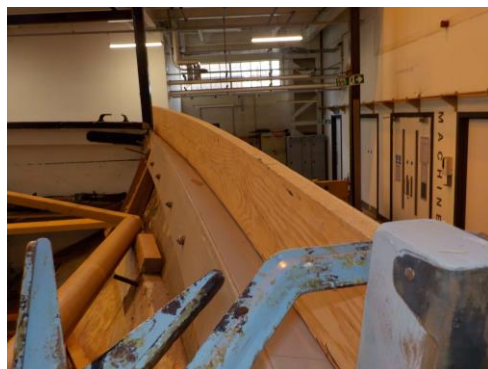


Cyclops Restoration Project -February was quite a short month on Cyclops as the roofing contractors took over our bay and all work ceased, however, we did manage some work before the hatchet fell.



Above left shows some progress on the stern sheets as John P and Keith D push on with their rolling design and development programme for the after-seating arrangements. In the meantime Micky M had been turning up fifteen support stanchions.

Below left shows the dummy dry fit of the trial after port quarter wash board. John B1 had been working this trial



Above right shows how the upper stem had progressed at the point of us being kicked off the boat in early February.

The following photos show some of the work that we have managed to do during the last couple of weeks of March



Above left, Igor is nibbling away at the dodgy timber of the stem foot, above middle photo shows perhaps what I was alluding to, and above right Igor had reached a mid-point in the in the task.



Above left our intrepid hero has a panel saw to hand trying to cut the start of a stepped scarf through the keel near the stem foot. Above middle Fred has been drilling a series of holes that Igor can join up along the scarf. (I think that perhaps 'scarf' is a very generous description of what we are likely to end up with). Above right Fred and Igor are having a meaningful discussion on what is hopefully the same subject, as Fred's Ukrainian is quite easily as good as Igor's English.



Above left, Hamo, our trainee reporter has snuck up on Fred mid drill. Above middle shows what may be mistaken for a paint brush when in actual fact it is Fred's home-made lead weighted mallet after Igor, and the rest of the volunteers over the years had finished battering the life out of it. It may be time for Fred to get some more rock- hard timber and turn himself another one, this one only lasted 18years and unlike Trigger's broom has only had one handle and one head. Finally over right above Ian is fitting some graving pieces into the slots in the transom cut by John P and Keith D in early February.

Dory Restoration – Below left Steve has started to cut the bevel along the hog rebate, in this and the next photo he is trying some dummy sections to pick up on the bevels before joining up all the slots to form a rolling bevel. Below right is



Steve's steam box set up to trial steaming some timbers

The steaming trial was worth while as it showed that using single pieces the timbers wouldn't hold their shape and it was not possible to insert the steamed timbers along the full length of the boat. It was then decided to go for triple laminated sections. These could be inserted cold and still be pliable enough to be able to manipulate them around the hog and glue them at the same time

. Since the work above has been carried out the boat has been moved into the Boathouse real as part of a re-layout

Below left leaves the question 'OK So where has she gone'. Below middle she is in her new location between Janet and Falmouth



Steve has also managed to co-opt the help of Ian P, Steve B, and Mike F previously part of the Cyclops team but still within arm's length when things get sticky on the big beast. Above right she is up on trestles for ease of access.

Watch this space for Progress

Motor Whaler – Danae.- She has had quite a lot of work done over the past two months. Unfortunately there was very little timber on Danae that hadn't suffered from severe soaking and deterioration in some way or another. Pretty well all her buoyancy foam was quite wet and in need of stripping out. The following photos track some of this work.

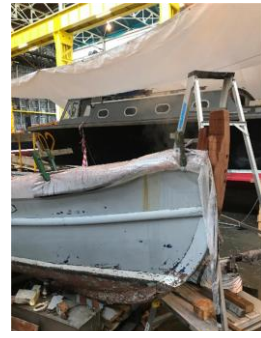


Above left shows the foredeck sub foam having removed the fibre glass deck, above middle shows the general state of the side decks and coamings, above right shows quite a bit of rot under the foredeck.



In the photos above left some of the team, John W, Peter F and Mike S, are busy digging out the mahogany gunwale inserts, not a pretty sight, (I mean the timber not the crew). Above middle shows one of the forward thwart knees having been taken out by David G, whilst over right Mike S is dry fitting his replacement stem section.

At the top of the next page far left, you can see level two of the excavations of the after section. There were another two lower levels to go before we got to the stern log. This turned out to be a very "soggy loggy" although it wasn't rotten. We will however be replacing the apron in near entirety. Middle photo shows Hamo T clearing out the rotten hardwood gunwale inserts and over right we have the replacement timbers being steamed around the boat using it as a steam mould to help with the subsequent fitting.



Below left the inserts have been steamed and are drying out in place so that they hold their shape. Below middle you can see the hand of Keiron O as he removes wet and rotten timber from the apron attached to the stern log and finally far right Hamo T is planing off the surplus gunwale inserts after the glue has cured.



ST 1502 – Work has continued over the period. The photo below left shows the after deck area that is being stripped for replacing, the photo over right shows that the after bulkhead has been removed opening up the tiller flat. The wire connections mid photo lower portion are the terminals for the sacrificial anodes



Steam Cutter 438- The team have completed the refit, with the boat going back into the water early April.



Photos at bottom of previous page show her going through the final throes of painting before being lifted into the dock.

F8 Landing craft – She had her refit completed in the period and is now ready for her summer season of harbour tours. The photos below show some of the activities by Tiger and his co-opted team working their way through the boat. She successfully completed sea trials and as such she is all ready for the Summer season's round of Harbour trips



HSL102 – Has been in Lymington at Berthon having her annual spruce up. Below are some of the stages of her transformation from a heavily sanded hull to a bright shiny, too good to touch finish. I wouldn't want to be the skipper that dings this one. Below shows Diggory's reflection in the hull as he takes the photo. Who would think that the hull is bright shiny black rather than the mirror it appears. She is due to be brought back to the Heritage pontoon in April.



Apologies to all the good people whom I have failed to mention in this edition.

End of an era -Final edition from Fred. This combination February/ March Newsletter will be my last edition as I have decided that after the best part of 20years of writing the Volunteers Newsletter it is perhaps time to put my pen and paper away and give someone else a chance. I would like to thank you all for putting up with my photos, ditties, lies and scandals over the years and in particular, I thank our brilliant organisation for giving me unfettered freedom to run riot with my camera and warped creative sense of humour over the years. As it happens this change also coincides with but not connected to, the re- branding of Portsmouth Naval Base Property Trust as it takes on its new guise of Portsmouth Historic Quarter .Good luck to my successor.

I am not going into retirement so will still be around and welcome any contact, my 'e' mail address is: - boatbitsisus@ntlworld.com. Fred is the name.

I still intend to write up the various boat refits with which I am involved so you may still see the odd ditty from time to time. Many thanks and best regards

Fred