

Monthly Newsletter
Boathouse 4 Volunteers
March 2023

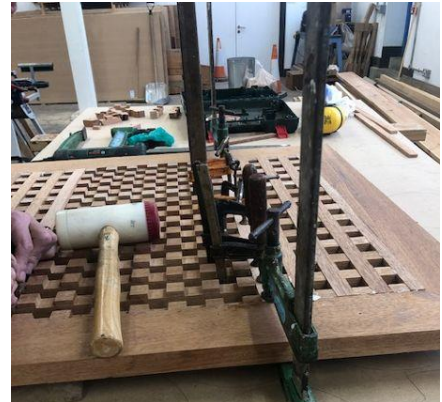


Welcome to Steve Marshall who took over as interim Boat Manager replacing Phillipa Clare who departed in the month. All of the projects are moving forward, the winter maintenance program is nearing completion so all systems are go

Portsmouth Naval Base



VIC 56 – In the main most of the work on VIC 56 this month has hinged around John P and Keith D pushing on with the gratings for the wheelhouse. So everything there was all hunky dory until one of the key players, Paul G undertook to fit a couple of the finished items, only to find that he didn't have the dentist's dexterity of



getting a set of dentures to fit and decided to put one through the bandsaw, or as it was described to me he used a blunt bread knife, to make more room!!!!!! The long and short if it was John P and Keith D spent the rest of the month looking for Fred's 'Putting On Saw'. But all's well that end's well. We still

have some beautiful gratings and Paul has taken over from Emily



cleaning out the boiler.

WW2 Dory Restoration - The 'putting back together' stages got closer again this month. Steve and the crew have been working on the hog and keels. Below left he has blanked out a stopped scarf and middle below he has planed down the sections ready for gluing and below right both pieces are glued up ready to come together. All in all a nice looking bit of fitting work



Below left and middle the glued hog has been dry fitted under the skeg whilst below right the hog can be seen curving away to the stem



Over far left is an overview of the hull now that Steve and the guys and gals are getting into the rebuild mode. Just over left you can see everyone gainfully employed. Adrian at the right of the photo at the back is working on his toolbox with Pauline and Trish

drilling and plugging

CMB4 Replica build Below left he is checking the fit of one of the torpedo support rings. Middle photo shows the tapered end of the trough insert into which fits the ejector cylinder and the torpedo war head. Below far right one of the bottom



board sets is being finalised. Below left shows the engine in place resting on the modified engine bearers. Middle photo shows the bronze stern casting and below far right you can see the immaculate state of the foredeck deck head and hull.



The white paintwork really sets it off to a tee.

Top left photo on the next page shows Tim D checking over the athwartships fuel tank. With the torpedo warhead located just aft of the tank you can imagine that Gus Agar and his crews had a pretty explosive pair of bed-fellows as they dodged the shells and gunfire on their run in to fire the torpedo. Below middle is a shot looking forward from the torpedo trough towards the engine. Below far right the bronze rudder pintle and prop shaft bearing can be seen. The screw sits just forward of this fitting.



Below left is a photo of the bronze cast rudder, with the stern fitting shown in the middle photo below far right are some of



the engine bearer knees, 'U' frames and parts of the engine bearers which had to be taken out in fitting the engine. Below left David and the team are at Marchwood doing a bit of advanced trial fitting out, here they are discussing the positioning of the chart-table and below middle they have done a dummy fit. Below right is a thin sliced section taken vertically through the hog and hull providing a virtual longitudinal cross section. This was cut out as part of the shaft alignment process. The £1 coin is placed to scale the shot, The mid line upper sloping line is the scarf joint cut when the hog was first made, next comes the hog to 6mm thick inner planking joint, followed by the 9mm outer planking with finally 4.5 mm glass sheathing



Whitehead Torpedo Replica build – With the build of the torpedo body virtually complete the next stage will be a dummy fit into the trough assembly to make sure all bits and pieces fit. Brian E still has some work to do as he is looking at the

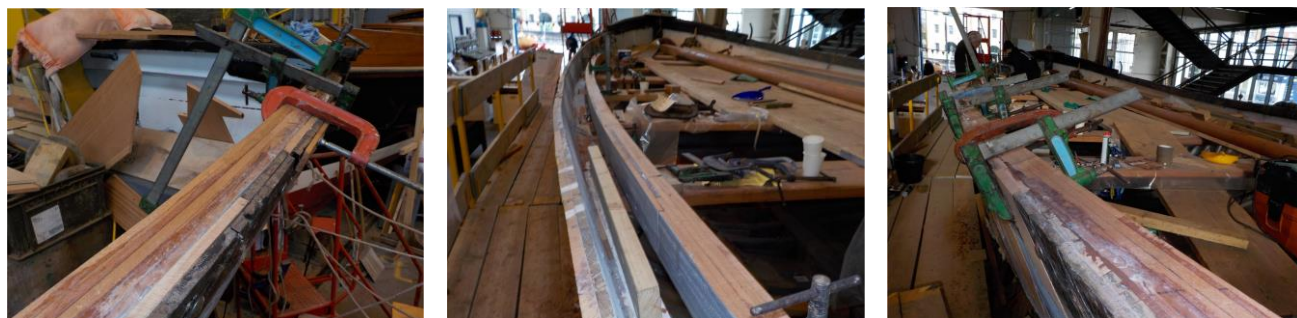


contra-rotating propeller blades, so watch this space in the coming months. Sorry Brian no pressure there then. In the photo above middle the first dummy fit has just taken place, so here we are looking effectively from the transom end of the boat looking forward along the trough. Over far right above Brian's 'Safety Arming Unit has been given its first coat of

warning red paint. NB. Keep all hammers and blunt objects away from this little beast, we don't want any premature bangs around here.

Armed Steam Cutter ASC 26 - There is still a fair amount of work needed on this boat. The external keel condensers are in hand by our subcontractor, these will need to be fitted through the hull and plumbed in. The new engine bearer sections have been made and of course until all 'through hull' work is complete the final paint work can't be completed. She will be moved very soon to clear the hot bay ready for the CMB4 return from Marchwood post engine fit.

Cyclops 42 Ft. Rowing Launch - This was a fairly steady month but with a few major milestones achieved. The first three photos below show the dry fitted inwale firstly in place then removed ready to glue in place and finally back in place glued clamped and screwed in place.



Below left the transom end of the inwale located in the rebate in the transom and centre, Mike F is fighting to get another



of our port quarter mini planks in place and temporary screwed in place before gluing. Having got the port inwale in place it released Jeremy to make up a drilling pattern for the new starboard inwale laminates. Above right he has just finished plotting the position of the bolts so we can drill the laminations.

Below left you can see the 'mess' of clamps etc used to sort out our mini plank inserts at the transom, this is why I have previously referred to it as a bit of a 'piggy wig'. Below middle, the first inner layer of mini planks are glued and screwed in place along with the first outer plank. Below far right is a shot looking forward at some of the port quarter plank repairs with



most of the clamps removed and some of the copper nailing complete along with an initial degree of fairing. Top of the next page left shows Hamo and Roz working on the copper nailing and screwing some of the boards in place. Middle is Roz at an impossible angle in the boat riveting Hamo's nails and far right two fairly new starters Micky and Sam clearing the decks a little before getting stuck into the rotten timber in the starboard inwale.

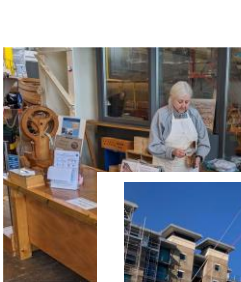


In the three photos above, you can see some of the iterations of our progress fitting the port quarter/ transom. This little section has taxed the brains of many as we go from dry fit and temporary screws and buttons through to epoxy resin both thick and thin. Believe it or not but this diddy section has taken up nearly three months of lapsed time but I can say absolutely April will see it through. Casting my eye on this particular construction only one other comes near to it, and that is the outer forward feather edge of the chine on the CMB4 step transition. The best part of all of this is that all this section is going to be covered up by Tim D's finely carved quarter badges. See below.



Over left Tim is pushing on with his nemesis, the dreaded quarter badges. For Tim this has proved to be a labour of love (or hate) he took over the job from John P who carved the first on back in 2017 before the Pandemic and all work going on hold. They are a thing of beauty so way betide the coxswain who dings them bringing Cyclops alongside in future escapades.

Boats Afloat – The winter maintenance periods are coming to an end and having had our first 'Open Pontoon' sessions of the year F8 has been up and running with many more trips planned for later in the year. HSL 102 has been out and about and MGB81 is due back from Lyngington very soon after a bit of work recovering some of the ravages of time.



Bottom of the previous page we have got a nice group photo showing a lot of the volunteers gathering for Lynne's farewell tea and sticky bun party. The last couple of months have been ones of significant change for many of the Staff as their contracts came to an end with the closing of the Boat Building School. This coincided with both Diggory and Lynne changing their career paths. Also above, Lynne is giving us one of her inimitable smiles as she accepts a small gift from Brian E in the shape of a turned trinket bowl made from pieces of mahogany from the CMB4 build. Very good luck and best wishes Lynne and thank you for all your help and support over the past 9 years or so. Mark S, our prime ship's badge manufacturer has updated his display at front of house to celebrate his 500th order. Congratulations to Mark and his merry gang of co-opted vollies. Diggory has sent us a photograph of his new 'office' as she lies alongside Poole harbour. It must be rugged. Good luck Diggory.

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: - boatbitsus@ntlworld.com. Fred is the name.