

**Monthly Newsletter**  
**Boathouse 4 Volunteers**  
**November 2022**



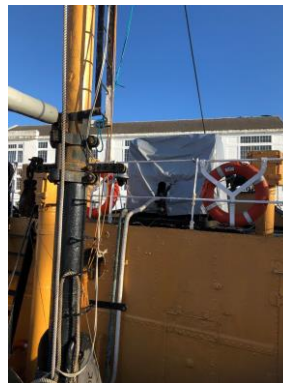
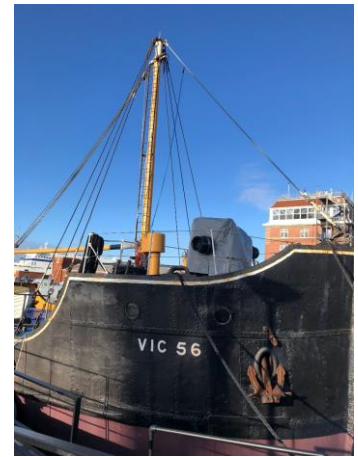
**A major stage achieved on our CMB4 Replica, the work on Cyclops has started up again and Falmouth restoration reaching some late stages. All in all, another good month.**

**Portsmouth Naval Base  
Property Trust**



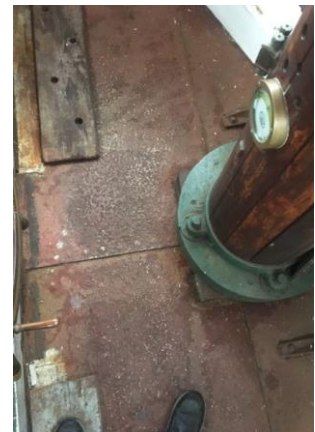
Incorporating Projects funded by the Chancellor using LIBOR funds

**VIC 56** – The extended team continued working on her after she arrived back from her visit to the floating dry dock. Over right she is back alongside the main pontoon. Mike Williams had been busy as you can see with the new winch cover lovingly made and fitted.



Paul G, one of our longer serving VIC Vollies has convinced John P and Keith D that now their gunsmithery on Falmouth's Maxim Machine gun is finished, then they can concentrate some of their time making some gratings for the wheelhouse decking. Below

right is a photo of the naked wheelhouse deck before they started. Below left they have started by making a pattern out



of card and next photo shows make a mirror image of this for thick mahogany as the surround

the one off side pattern, the plan is that they will just the other side and then convert the patterns into 1 inch and then infill with a nice white oak grating lattice

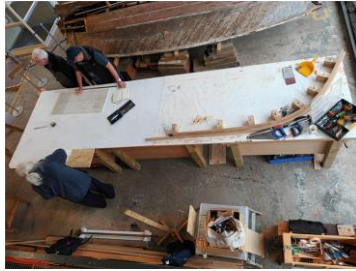
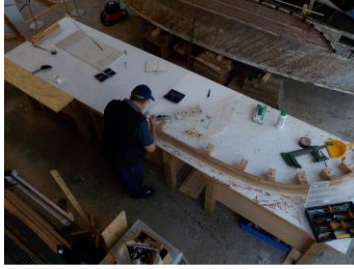


This photo on the left is a repeat from last month which I had put in. apologies to the two guys as I had missed their names, however thanks to Paul G ,I can now tell you that David is on the left and Roger is on the right

After the steaming and run up the harbour and back, our intrepid 'star of the universe', our one and only Paul G got back into the boiler room to empty the ash, I think he just likes being mucky!! Just so that he can convince

his wife he shouldn't do the washing up because he has had a tiring day.

**WW2 Dory Restoration** - Steve and his merry team have been making some good inroads developing the replacement sections of the hog and the two keel sections that make up the full outer keel. All the curved sections are laminated and



the after section being straight will be made out of three pieces of solid oak scarfed onto the curved section. Once all is glued and complete then the full assembly will be profiled before being fitted back onto the boat. Above left and middle Steve and Pauline are building the extension to the lofting board ready to start the next stage of gluing up the extended hog and keel sections, whilst above right and below left you can see one of Steve's newer team members, Dave B. He is busy marking up the extension of the hog onto the new section of lofting board.

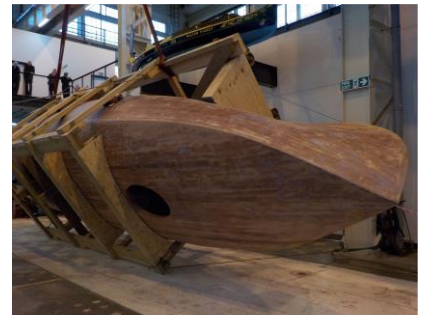
**CMB4 Replica build** – During November the team finished the final fettling to the hull and deck so that she could be packaged up for her next significant phase of the operation. We finalised the decking out and started on some of the interna fittings prior to getting the boat ready to send out to our contractors for sheathing. Apart from a few Jobs that can be done off the boat, from now on until after Christmas we will have a significantly smaller team on CMB. Below left Mike S is giving the trough bottom board support ladder another coat of varnish. It will be put into cold storage then till the boat



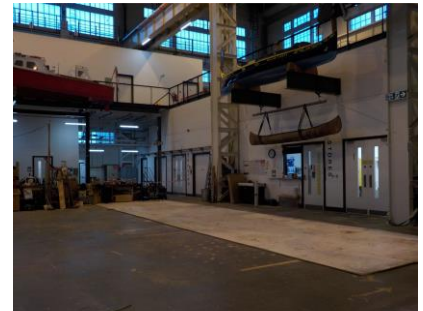
comes back. Above middle a shot through the hull showing all debris has been taken out. Above right Steve and Mike are splitting some thick stock so they can machine up some 4mm laminates for the cockpit coaming, above left they have their first pile next to the coaming laminating jig and above middle they are dry fitting a couple to check that the laminates bend whilst Steve B and Mike F fit some more pressure blocks to fill in the gaps. By this time we had the final date for Landau UK to come and collect so it was all hands to the mill to get the boat packaged up for lifting, turning over. The following photos show this process



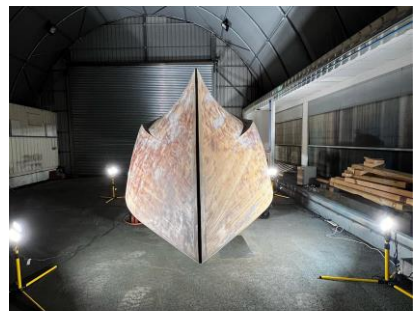
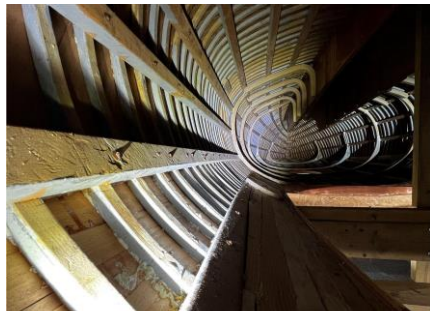
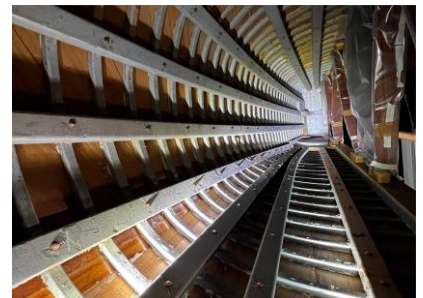
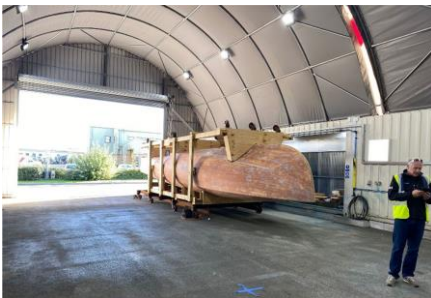
Above left and middle shows the guys rebuilding the 'top hat' and far right it is being craned up into position. Below left the 'box' is complete and is firmly holding the hull in position ready for the rolling process which can be seen in the next two



photos. Below left the boat is in the 'Hot Berth' awaiting the transport and middle she is on the low loader ready to depart and finally below right we have a vacant slot and lofting floor ready to build the next CMB!!!!



In the following photos you can see the CMB in her temporary home along with a series of internal floodlit photos doing justice to all our months of work. Below left she has been off loaded from the lorry waiting to have the cradle taken off, below middle a nice shot showing off her ring frames and below right a shot along the starboard side of the torpedo trough.



Above left looking aft along the torpedo trough and middle above looking forward along the port side of the torpedo trough, and finally she is ready to be worked on minus the cradle

**Whitehead Torpedo Replica build** – Some time ago back in 2018 some of the students had a little hole in their course needing to do some mast building. Well, through a bit of innovation they used this spare module to create a process capable of building an 18inch diameter replica torpedo body. In the photos below we are picking up on this project and we will be making our replica Whitehead torpedo.



Above left Igor and David are applying thickened resin along the flats of the strakes whilst above middle Igor and Hamo T are sanding away the surplus to get the shaped rounded. Top right Hamo and David are fairing the body. Just below right,



Igor, Hamo and David are still filling and fairing and over left Igor is reaching towards the last knockings with a very long strip of 80 grit paper.

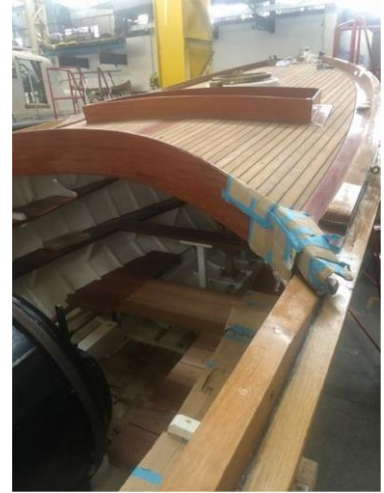


Just as a reminder to show you where we have come from, the three photos below were taken in November 2018 showing

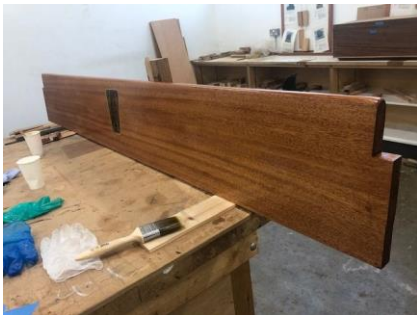


the students of that time gluing up the shaped strakes gradually pulling them into shape using cords, Spanish windlasses, bits of tatty string and packaging straps and not a little choice language. Over left the body is well and truly glued, strapped and tied. From here it went into circulation around various locations in the boathouse over the past 4 years until now. It just goes to prove the saying. "Everything comes to he who waits"

**Armed Steam Cutter ASC 26** – The Falmouth restoration project has continued under the competent leadership of Tony and Pete. Her fitting out has neared the point where very little else can be done inside until all the steam mechanics have been addressed. The team have been busy with her paintwork and very recently she was moved to make way for F8 which is coming in for the winter. She is now alongside Cyclops in the Hot berth. As can be seen in the top three photos on the next page the internal fittings are looking good with a plethora of brightwork. John and Keith have been making a tiddly backrest for the after seating



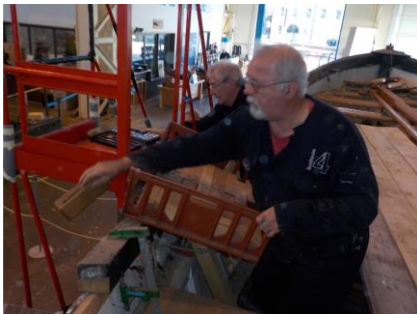
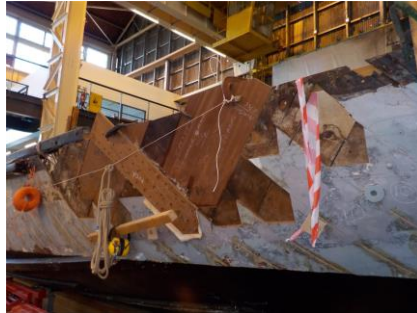
Below left, John's and Keith's backrest with a nice little touch having 'let in' her original graving number taken from her stem when that was replaced. Not content with putting this graving piece in Keith also wanted to go one better and put a tiddly brass surround around it.



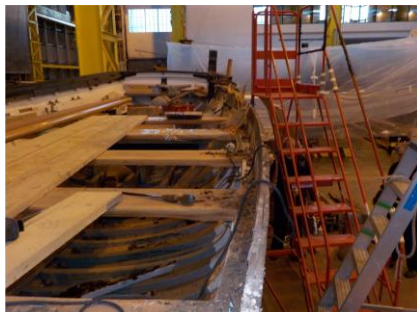
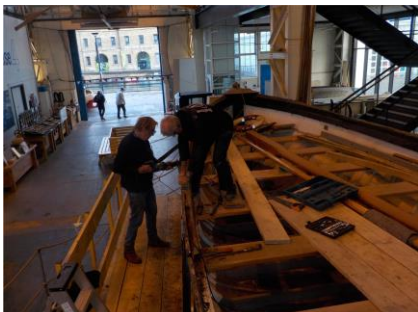
Above right Kevin and his mate are restoring the boat's hand priming pump. This casting is a veritable work of art



**Cyclops 42 Ft. Rowing Launch** - Having reached a major stage on the CMB4 it released quite a few volunteers and so as promised all along we opened up the work again on Cyclops. The first stage was to 'take five' and get our heads back into Cyclops mode and remember just where we were up to and what was the next job to be done. Below left Fred can be seen on his first foray back after about four and a half years. Here he is checking the thickness of the planking to make sure



he knew which was 1/2inch and which was 5/8 inch. Above top right Steve B and Mike F are getting set up to make a start on taking off the inwale and any rotten gunwale capping. Bottom left photo shows Mike S taking delivery of a box of part finished 'rollock' crutches with Roz, John and Hamo T queuing up for their fair share of the same. Above right Steve B and Mike F are well on their way lightening the boat with every swing of the hammer and slash of the saw.



Above the demolition crew continue ably assisted by David G and his sabre saw. Above middle, looking aft, the rotten gunwale capping has gone along with a less than perfect inwale whilst above right the same comment looking forward. The forward section of inwale seems to be very sound so the forward most 12 Ft. will probably be left in place with the new section being scarfed into it. Although the forward section of gunwale is also sound it has to come off so we can build the new section of washboard which combines with the 'rollock' crutches.



The basic design of our crutches and gunwale/ wash board was based on those of our 32ft cutter as there was very little evidence of Cyclops's originals other than some very old photos and one example of the bronze casting inserts provided by Mike Murray, her previous owner and so they are made up of a planned three parts. This however has migrated slightly over the years depending on who made them at the time and our very latest versions were made up from 7 sections. In the photos on the previous page bottom left John and Mike S are fettling a few to get them to end up the same size (These are seven-part versions) and to fit a replica brass insert. Middle photo Mike is busy gluing in some additional graving pieces and over right are a few near finished beasts. They won't have the brass inserts finally fitted till we have fitted the through



bolt securing spigot. Above left Roz is cleaning up some surplus glue off one she built earlier and in the middle she is having a go at bending one of the brass inserts, over right she has the insert in but still needs to bend over the ears, that is a vice and hammer job. This crutch is a four-part version.

**Seaplane Tender ST 1502 / MGB81**– As the Christmas Festive period is amongst us she is being advertised for her Harbour lights tours to be running through December. These trips have proved to be very popular. They will soon be



coming to an end for the winter and she will be coming out of the water for some general maintenance. Over left is an evening photo from ST1502 on one of her more recent harbour lights tours, courtesy of Chris Kimber and his

Veterans Outreach Support group and a photo taken early in November on MGB81. A good time was had by all.

**LCA F8** – She will be lifted out fairly soon now that Falmouth has moved berth

**Ship Badges** – Our main driver for this project has been Mark Smith one of our volunteers however the project has grown like topsy and now he has managed to get some additional help. Whilst he still makes the castings he has help painting



them and has had for some time ably helped by Sue and Pauline . With assistance from Lynne they have set up a mini production line Tiger and Co have been routing the blank shapes, Barry, Beth and Ellie Jo have been staining the backing boards and fitting the green baise along with gluing the painted badges in

place. Sue and Tim D form an integral part in the supply chain with Tim bringing in Sue's painted crests on a regular basis and dropping off the next batch. Above left Ellie Jo is staining yet another base. This could be the 1000<sup>th</sup> edition so this is no small operation. Congratulations to everyone involved.

**Tony Chrisp** – It is with sadness that I heard in the month that one of our earlier volunteers, Tony Chrisp had sadly passed away. Following a small fall and subsequent period of immobilisation he passed away on 06/11/22. Tony was an ex Chief Engine Room Artificer and had been with us for quite a few years before poor health caused him to leave. He had always stayed in touch via his other Clanky band of brothers. He was always ready with a quick quip and witty comment and was known not to take prisoners or suffer fools gladly but for all that was a great guy. For those that may not remember his chubby face and dulcet tones I have attached a few photos of him in earlier times. The photo over left shows Tony outside Boathouse 5 pending the move to B/H4 in 2015 and the two photos below show him during the Green Parrot refit in 2014 obviously giving us the benefit of his vast experience. We would like to offer our condolences to all his family and friends, he will be sadly missed.



**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](mailto:boatbitsisus@ntlworld.com). Fred is the name.