

Monthly New's Letter
Boathouse 4 Volunteers
September 2022



A good September moving jobs on and still managing to get three boats down to the Southampton Boat Show.

**Portsmouth Naval Base
Property Trust**

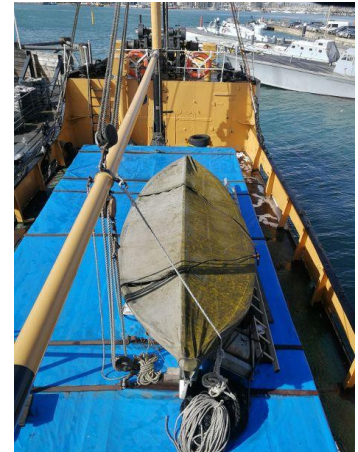


HLD D49 maintenance Two of our intrepid VIC 56 volunteers, Dave and Roger have been busy on D49 in the month. Over left she can be seen with a coat of primer on her after cabin.



VIC 56 – On their rest days from

painting D49 Dave, Roger and Paul have spent more time on VIC 56 carrying out an upper deck clean up. In the photo over right they have cleaned off the port side of the boat cover, in this photo the starboard side has still to be done.



Below left Roger(?) is working on the binnacle. It is



at this point that I will apologise to both Dave and Roger if I have the wrong name.

WW2 Dory Restoration. The dory is all systems go Steve and his team are soon to getting to the point of putting bits back. Below left Steve, Pauline and the co-opted assistance of Sophie (who had obviously got bored of being in the stores

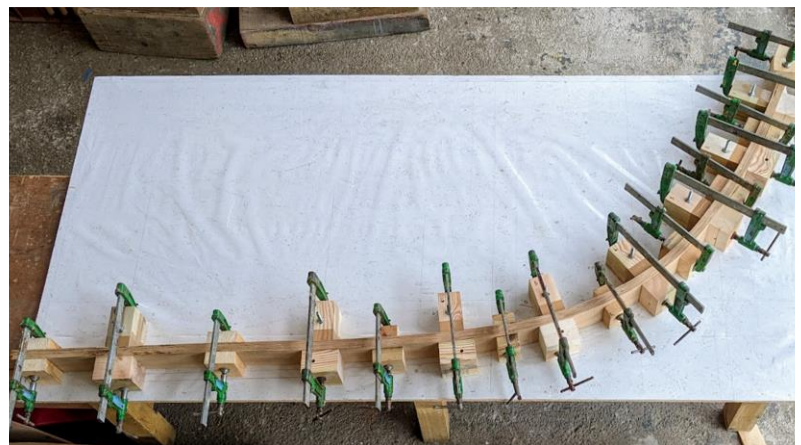


doing her real job), are on the last knockings of removing the hog, keel and secondary keel from the boat. Whatever you do make sure nobody sneezes around the dory, otherwise Steve wont have a boat to rebuild. Above middle, Pauline has just wedged open the joint and above right the whole assembly has been taken out.

Below left Pauline and earlier Trish have been lofting the shape of the new hog and keel assembly onto the lofting board. Middle below Steve is fitting a fairing batten around the plotted points so that he can draw up the shape accurately. Below right and far left in the next row the hog and keel assembly have been removed completely.



Above middle photo shows the lofting board re-configured as a moulding board covered in polythene sheet to stop any glue sticking to it when Steve starts gluing up the laminates. Firstly, he needs to machine up some laminates from solid oak stock, above right they have just set up the bandsaw to split down an oak plank into 5mm thick laminates.



Over left the first pass is complete and above right Steve and his team have dry fitted the laminates around the forming blocks and clamped them all up before he gets to gluing them in place using resorcinol two- part glue. The after end of the hog will be made from solid oak stock scarfed in place. With the two keel sections being formed using the completed hog as a former with a combination of laminations and sold stock.

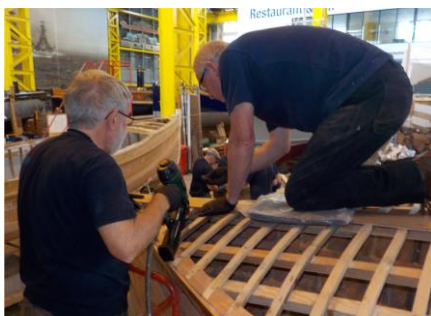
CMB4 Replica build – September saw all of us working on the deck planking. This is made up of two layers of longitudinal planking, the first 6mm thick and the second 9mm. All are glued and polymer nailed to the timbers in the first instance and then later will be through copper nailed and roved in the same manner as the hull. The plan was to run the planks along the length of the deck with parallel joints off set between layers. Below left Mike S and Ian P have made a start on the



torpedo trough edges from which we will work out and along. The next two photos show these first planks in place.– Below left John and Mike F are gluing up number two plank along the port side quarter. Next below middle Tim D is making sure



that the foredeck timbers are fair and true whilst Ian P and Steve B prepare the king plank which will run from the stem back along the centre of the foredeck to the forward hatch and on back to the cockpit edge. Below left Ian and Steve B are fitting the king plank in place with resin and polymer nails with Tim D making sure that the plank is true as it comes up to



the foredeck hatch.

Meanwhile above right and further down aft David and Roz are fitting more planks alongside the starboard cockpit. Below left looking aft along the starboard sheer as the planking is closing up, Middle below looking aft along the starboard side as the planking progresses, below right Mike F and Steve B have finished fettling a closing plank on the port side, I was there as it was pushed home and so good was the fit you could hear the air hiss out of the joint, unlike the joint just forward which is more of a seaweed strainer. The whole of this stage of planking was carried by quite a few more volunteers than I have featured here. We had at least three other full day teams busying away.



Below left Steve B and Mike F are just putting in the last nail in the last plank on the port side, next photo in the middle shows the whole of the boat with virtually all her first layer planking complete, just a couple of small spaces forward on the foredeck. And finally, below right the second layer planking is also nearing completion as the guys work on the complex multi curves of the foredeck fighting the 9mm planking with a mind of its own.



Above left we have got Emily fitting the torpedo trough edge capping piece. Emily had previously been working on Falmouth but now she has been pressganged into the CMB4 crew. In the photo just above is a shot of the CMB4 on one of her multi team days looking like an ants nest of activity and over right is a photo provided by Tony G of an early 40ft CMB showing the cockpit arrangement along with the pneumatic ram used to eject the torpedo. These two together perhaps can be seen as the old and the new comparison of things to come.

Historic Ditty Courtesy Rodney Agar. The following article has been submitted by Rodney for inclusion in our News Letter.

“The original CMB4 is famous principally for the single-handed sinking of the Russian Bolshevik cruiser OLEG in the Baltic Campaign in June 1919 . This audacious act showed the way for the Navy’s CMBs to carry out arguably one of the greatest raids in Coastal Forces history –the Kronstadt Raid – in August 1919. Two Russian Battleships and a Submarine Depot ship were sunk or disabled inside the Russian naval fortress of Kronstadt by just 8 CMBs at night , and the Bolshevik fleet never put to sea again in that campaign.

This attack was supported very gallantly by the newly formed Royal Air Force who carried out bombing and strafing attacks as a diversionary action, using a makeshift airfield up the Gulf Of Finland. In fact the bombing was a great success – but there is a nice little rhyme which used to be sung in Air Force messes :

*There’s a game people play for the whole of the day,
Of dropping a bomb from the air,
And men grin with delight if they drop it all right,
A contingency only too rare ! ”*

With best wishes Rodney

Armed Steam Cutter ASC 26 – Currently a rather depleted team of volunteers continues on Falmouth as they carry out



some of the less glamorous fiddly tasks whilst awaiting the steam fitting team to descend and couple up the boiler and engine. Our two armourers have completed the Maxim Machine gun and storage box. They now want to get the deck fitting completed



so that they can show off their beast to the world. Watch this space.



Seaplane Tender ST 1502 – She is operational and ready for the rest of this season and ongoing events for our Open Pontoon sessions, at present she is out on the pontoon.



LCA F8 - The work Tiger and James carried out last month was an obvious success as she spent time at the Southampton Boat Show in the month where she made a big hit with the visitors taking the option of sea trip out and about. The photo

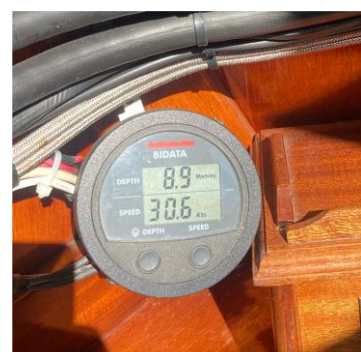


here is earlier in the month as she is going over to Priddy's Hard. This photo taken from the after deck on ST1502

MGB 81 and HSL 102– Below the two power boats alongside getting fuelled up ready for the Southampton Boat Show



In the photos below you can see some of the views out of Diggory's office windows, not bad for someone who doesn't pay rent to work there, and yes his office chair is moving along at 30.6 Knots.



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.