



Monthly News Letter January 2010

Historic Boat Section



B'rrrr, Baby it's cold outside. January and the New Year came in with a vengeance. Still it did look pretty and we managed to move on with the boat refits and made some fairly good progress overall with all of the boats having some work done.

**Portsmouth Naval Base
Property Trust**



Jan. 2010 Update -

Harbour Launch - The wheelhouse has progressed and we are well on program for January completion. Dave John and Fred, the intrepid trio have beaten all



of the doubters and worked their combined magic. Photo above left shows John giving the front panel another coat of wood preservative just before the final fit of the external panels. If

you look closely you may just see the £20 pounds that Dave was going to leave inside for posterity. Dave when I said lets leave a note I meant one that



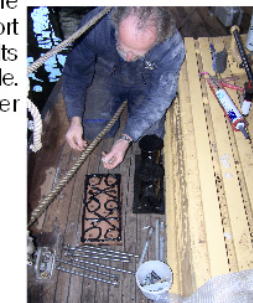
told the future shipwrights which year we did this rebuild in, not four days pay. In the lower photo left we have got the rebuild complete with all of the panels fitted in place and primed, all that is left now is for Robert, (I have started so I'll finish) of Nottingham to get his paint brushes out and give it a good coat of yellow gunk, that is if he ever finishes the job

he's doing on the rope locker?? Below right is a photo of Robert, (I have started so I'll finish) of Nottingham and his erstwhile work mate Brian Hoskins getting to grips with the planer preparing some of the Mk 4 fittings for the rope locker off the Harbour Launch. Mk 5 and Mk 6 version swiftly followed. Shortly after this photo was taken he managed to 'con' John into becoming his unsuspecting partner in crime and it was suddenly the 'Royal We' that had cocked up. Remember there is safety in numbers.



Jan. 2010 Update -

The winch and the bollard were refitted in place in the month. The source of Fred's ongoing nightmare has finally been put to rest. About fifteen months ago Fred made an estimate regarding the critical position of the Navel pipe access in the foredeck to have a hole cut in the 3/8 inch steel sub plate. The time of reckoning finally arrived when John and Dave put the winch in place. Low and behold Fred's 'guess' was within 1/2inch. The photo above show Dave and John looking in total amazement that Fred had hit the jackpot first time. The other thing that went back was the Port Fwd bollard after many months. Unfortunately this was not without it's problems and some very last minute very fast rework to sort out the cock-up of the too long and then too short bolts followed by the bolts that wouldn't go in the hole. All this unfortunately after



Dave. (Who you can see above playing noughts and crosses with the mastic gun) had the mastic sealant well and truly gunged on both the pad and the bollard base. The photo above left however

shows the finished result with the spring securely tied off. As I said earlier the winch also got fitted this month. Just after John and Dave had tried the positioning it was up to John to make up the plinth for the winch to bed down on. In the photo above right John is making a bid to be world champion clamp 'putter onner' by fitting more clamps per square foot than anyone else as he glues up the base.





Jan. 2010 Update -

Motor Whaler - Mad Ian can be seen here on the left digging out the floatation foam from under the foredeck in the hope of finding out just what the hell it that is keeping the thing stuck on. Keep up the good work Ian you'll get there in the end, it's just like unwrapping your favourite 'Chrissy' Presents. Shortly after this Ian finally "sussed"



out just what was holding the foredeck in place and managed to get it off. All he needs to do now is make and fit the new breast hook and gunwale strips and he will be ready to rebuild the side decks. No peace for the wicked.

Whaler Excellent - The refit took a bit of a hit this month mainly due to the weather stopping Sadie and her team from getting in as often as they would have liked. However the boat is nearing the final fitting out stage so by March she should be just about done. In the photo on the right Sadie is seen doing the business on the stern sheets fitting the replacement slats. She thought it was going to be a doddle but like all things boat there is never anything 'easy'. At the back end of the month Sadie had her full team in.

15 Ft. Dartmouth Gig - Geoff and Spud Murphy have got her turned over and are now stripping the paint ready for an assessment of the planking. I don't mean those that are missing but the ones that are still there to a greater or lesser degree. Several of the planks have split in places and the decision will be whether to replace or repair. Watch this space for future developments. In the photo bottom left we can see Spud Murphy being watched over by his guardian angel. It is either that or his best friend Brian Hoskins is about to pounce. Over the page we have got Geoff busy bumming off the calories, sorry I mean burning off paint.



15 Ft. Dartmouth Gig - Geoff and Spud Murphy have got her turned over and are now stripping the paint ready for an assessment of the planking. I don't mean those that are missing but the ones that are still there to a greater or lesser degree. Several of the planks have split in places and the decision will be whether to replace or repair. Watch this space for future developments. In the photo bottom left we can see Spud Murphy being watched over by his guardian angel. It is either that or his best friend Brian Hoskins is about to pounce. Over the page we have got Geoff busy bumming off the calories, sorry I mean burning off paint.



Spud Murphy being watched over by his guardian angel. It is either that or his best friend Brian Hoskins is about to pounce. Over the page we have got Geoff busy bumming off the calories, sorry I mean burning off paint.



Jan. 2010 Update -

You really should be wearing a mask doing that Geoff???

ST 1502 - Not too much work on 1502 this month, mainly due to the weather. She has been run up regularly and the bilges checked every few days. So far she is not making any water and the pumps are all operating in auto. Having run the dehumidifier on a regular basis her inner accommodation has been kept in good dry condition. She was run several times in the month as our work boat carrying tools, people and equipment round to the two boats in Gunwharf. Needless to say she performs well.

New ignition switches have been bought and these will be fitted shortly. Hopefully that will clear one of the ongoing engine instrumentation monitoring problems and also allow us to start and stop the engines remotely from the wheelhouse

MGB 81 and SAR 102 Having fitted the shore supply

power sockets to both boats last month they have both had the dehumidifiers running. MGB 81 is making a small amount of water in the engine room bilges. This is quite oily and therefore we are unable to pump overboard whilst she is alongside at Gunwharf. The water is probably coming in via the stem glands but before we

can work on her we need to empty the bilges. The photo above shows Dave in the engine room of MGB 81 pumping bilge water into containers for shipment to the Dockyard for disposal. This session was the first of what is expected to be many such trips. This is a lengthy exercise due to the logistics of getting people and equipment to and from the base workshop.

MGB 81 engines have failed to start in the month due to s the batteries being flat and beyond recovery due to age. New batteries were delivered. Photo above shows the team rigging new fenders for 102/81



Feb. 2010 - Wish / To do list

Search & Rescue Launch 102 - Ongoing monitoring of boat and equipment. Strip and varnish mast

MGB 81 - Pump out bilges and dispose of waste and fit new batteries.

Crew Training - Both of the above need to have special crew training. Who, when and where, how?

Ariadne - On hold until further notice.

Osborne - Weekly checks on state of boat and surrounding stand.

Pram Dinghy Tul - Weekly checks on state of boat and surrounding stand. Re-rig her mast after her move.

Green Parrot - Remove the covers for repair, wash down all of her decks and tops, run up the Starboard Engine to boost batteries. Fit temporary cover sheets over her aft section to protect from pigeons. Hold start of refit until completion of HLD/ Excellent

25 Foot Motor Launch Ark Royal - Finish the small covers and agree the display format and location.

Admiralty Pattern 14 Ft. - No work planned until after all current boats are complete.

32 Foot Rowing Cutter - Raise her enough to be able to pump her out and fit additional buoyancy blocks under thwarts until her refit can start.

Landing Craft - Remove all loose debris from the tank deck and fit an updated pumping system. Fit temporary decks aft to provide improved access.

20 Foot Cutter - The engine needs to serviced and restored before it can be fitted back into the hull.

Spare FD6 Foden Engine - Source some spare gears for the gearbox.

15 Foot Fast Motor Boat - Assess overall state and plan the future activity relating to this boat.

Sewling shed - Re-establish so that we can work on any covers needing repair.

1502 - Repair the main cover along the central seams and around the access covers. Fit new ignition switches and resolve remote engine stop problem.

Main Pontoon - Construct a power stanchion to incorporate the twin solar panels, battery to provide 12v/24v DC and mains power for the boat shore lines.

This Month's Competition - If one of your shoes was boiling hot and the other one freezing cold. What would be the average temperature of your toes.? If you want a clue ask Dave who tried it out after his so called mate Fred put one of his boots in the fridge whilst the other one was on the radiator drying out.

Any Suggestions for next year - If you have got any stories, facts, fiction, lies, scandal or suggestions for this ditty next month let me know my 'e' mail address is :- boatbitsus@ntlworld.com. Fred is the name