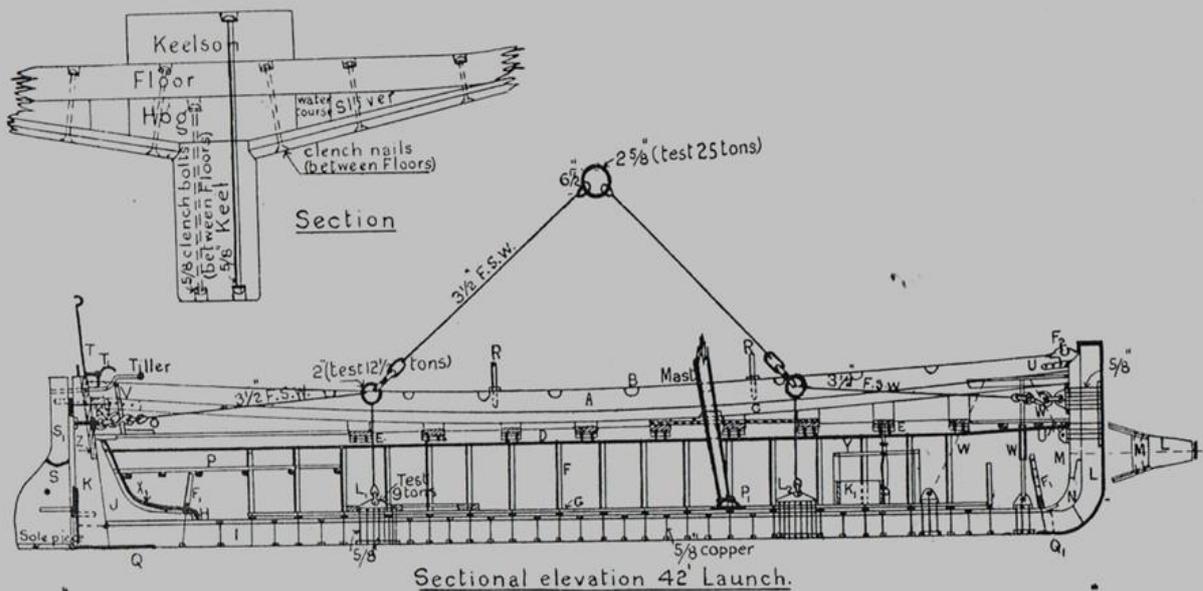


# Cyclops Restoration Project

## Restoration work for the month of August 2025



- |   |   |                                 |  |
|---|---|---------------------------------|--|
| A. Solids or washstrake (C. elm).   | F <sub>2</sub> . Fairlead.                | M. Apron (E. elm).              | T. Awning stanchion.                       |
| B. Shutters or poppets.   | G. Keelson (C. elm).                      | N. Fore deadwood (oak).         | T <sub>1</sub> . Pump lever.               |
| C. Gunwale (C. elm).  | H. Hog (C. elm).                          | O. Sternsheets.                 | U. Steel breasthooks.                      |
| D. Rising (C. elm).   | I. Keel (C. elm).                         | P. Seat.                        | V. Steel quarter knees.                    |
| E. Portable thwart (red pine, except in wake of mast, where they are of oak). | J. After deadwood (oak).                  | P <sub>1</sub> . Mast step.     | W. Bottle screws for supporting gun stand. |
| F. Floors (C. elm).   | K. Sternpost (oak).                       | Q <sub>1</sub> . Skeg band.     | X. Tail pipe of pump.                      |
| F <sub>1</sub> . Grown floors (oak).  | K <sub>1</sub> . Cable locker.            | Q <sub>2</sub> . Stem band.     | Y. Platform for working gun.               |
|   | K <sub>2</sub> . Cross-piece.             | R. Lumber irons or crutches.    | Z. Transom (E. elm).                       |
|   | L. Stem (oak).                            | S. Rudder.                      |  |
|   | L <sub>1</sub> . Lifting or sling plates. | S <sub>1</sub> . Rudder cheeks. |  |

### A summary of the work carried out in the Month of August 2025

We started this month as we finished last' by dry fitting the repaired stern post. This was necessary for us to be able to move forward with the new propeller cutout. Roz R was fitting a graving piece in the starboard hull side and John B2 carried on from Dave D with repairing the timbers under the tingles. Roz managed to get her graving piece into the starboard hull glued and screwed in place. Micky M and Fred started to look at putting some new tingles inside the port side forward section and Trish G and Fred worked on the stern post so that Micky M could scallop out the back face to better fit the transom. John B1 continued cutting and fitting the M 16 keel bolts. Having drilled some recesses to take the heads of the bolts and started to cut away timber to fit some new cheeks, it became apparent that the old stern-post was really passed it's 'sell by date' and we decided to make new. Work continued on the forward hull getting it ready to take some new tingles or perhaps used chopped strand glass fibre and resin. The new timbers for the propeller cut-out were all glued up and through bolts drilled. We cut away some of the surplus timber from the inside curve and re-drilled the final holes able to take M16 silicon bronze bolts, dry fitted the item and marked off the thickness margins ready for trimming using cardboard patterns. Ivan picked up on the hole plugging of the bilges to move that forward a bit more. David D pushed on with the new tingle port-side forward. Igor continued fairing down the outer profile of the new Propeller cut-out. Roz R made some plugs for the counter bored holes outside of the tingle repair. Trish G made a start on making some cutting guides to help with the wash-boards/Rowlock chock interface. David D continued with his internal tingle and Roz R faired off her outer plugs. Micky M made his final brass insert for his trial samson post and Igor removed the steel keel shoe which will allow us to move the after section keel repair farther forward. Micky M and Trish G used our 1 meter long cold chisel to knock through the 2013 concrete repair from the midships keel section.



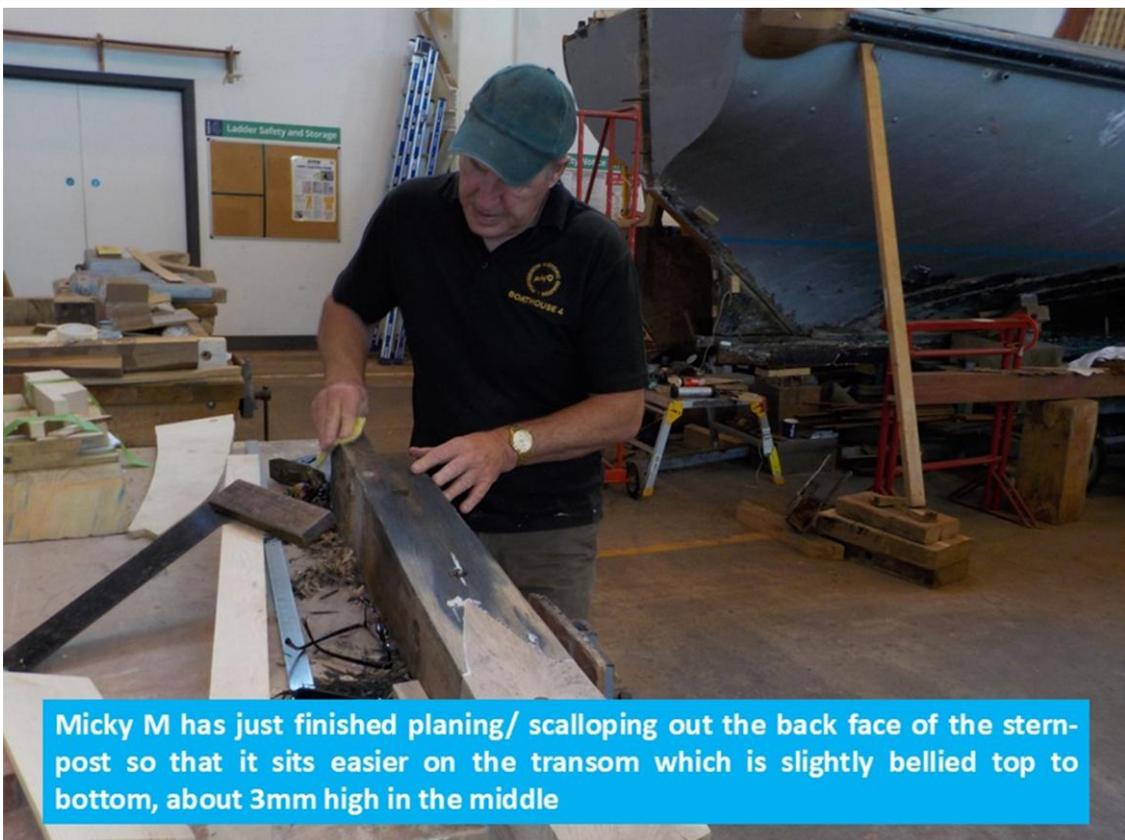
Igor finally on his knees as he gets to grip with trimming a very fine cut on the port side of the new propeller cutout. Just behind him is Roz R as she fettles her graving piece.



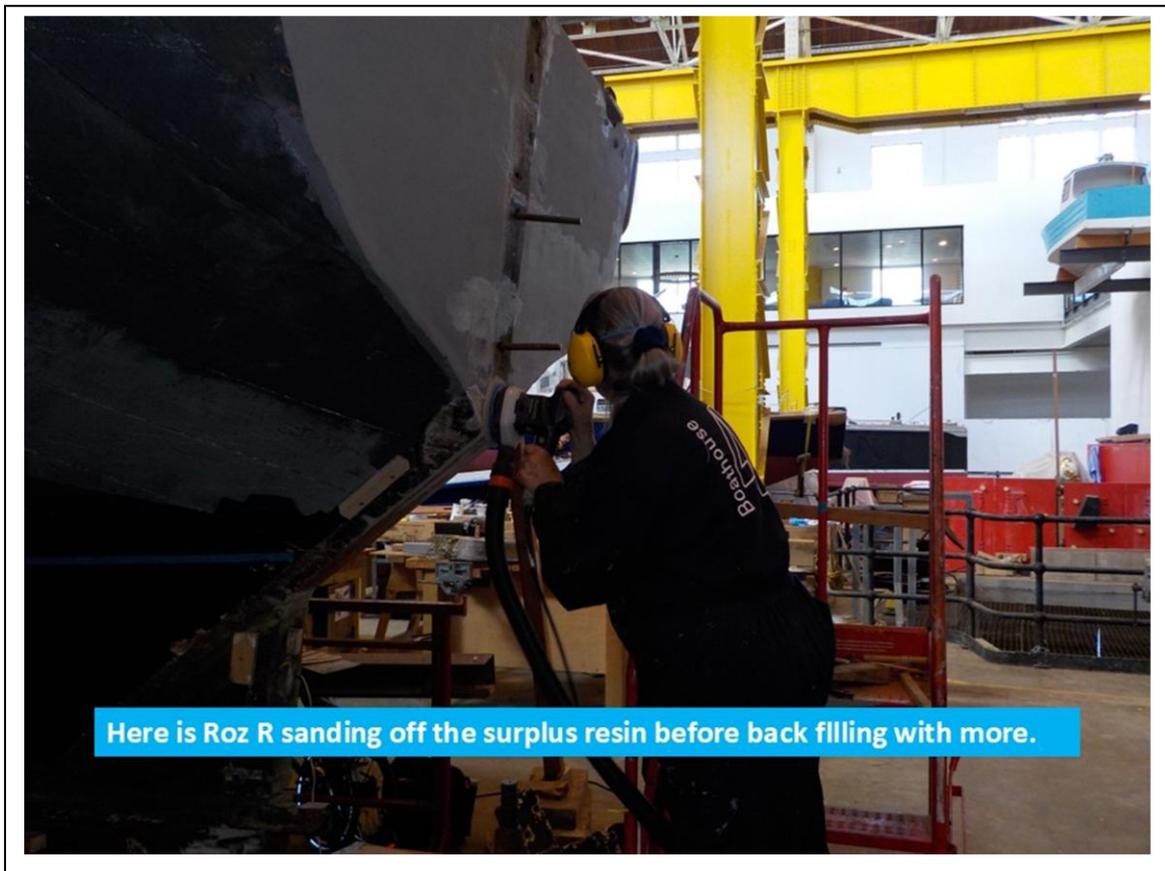


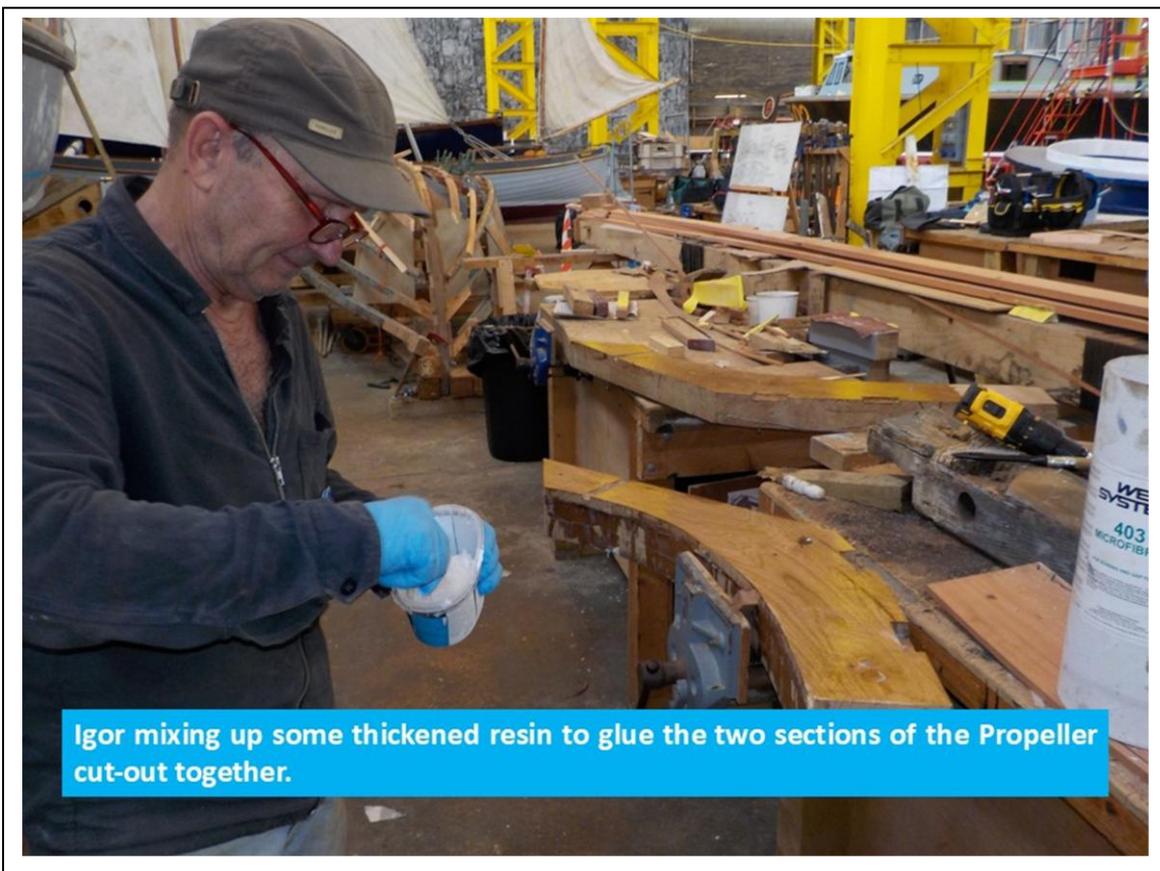
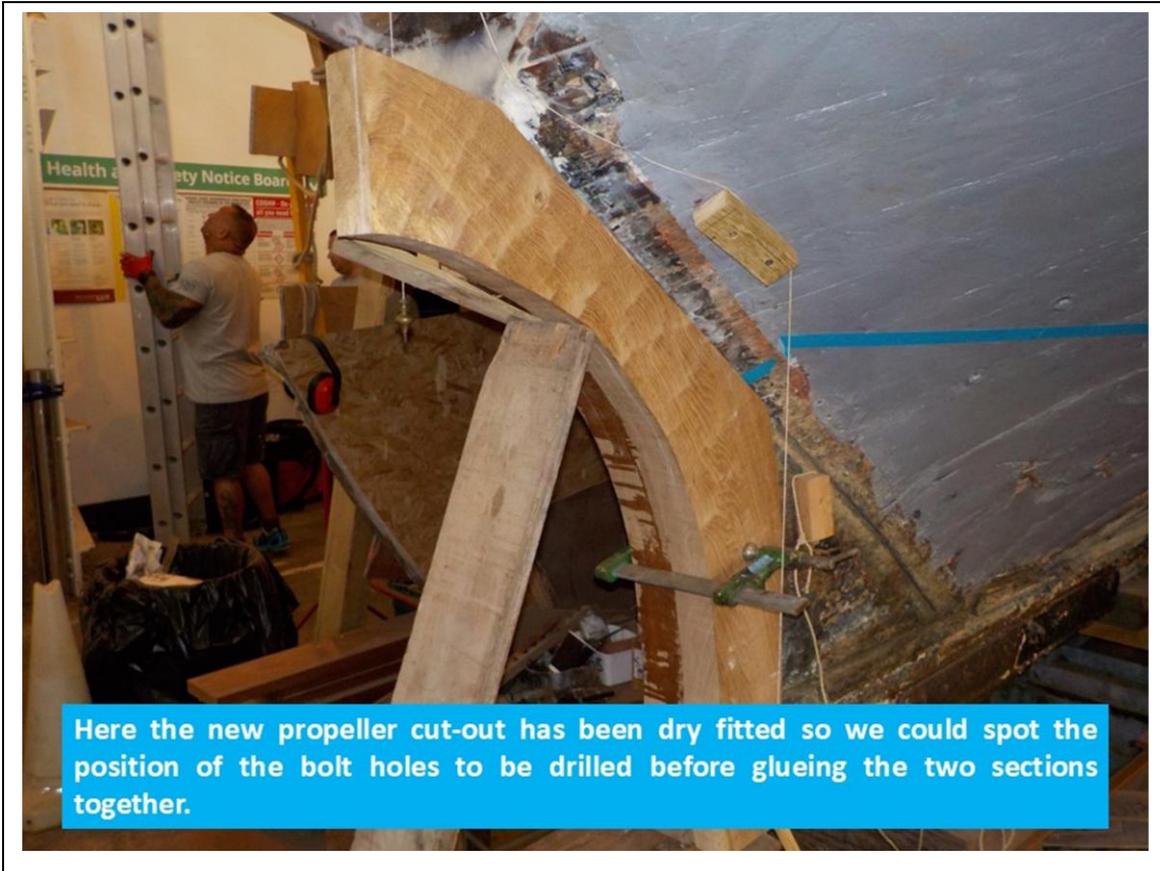


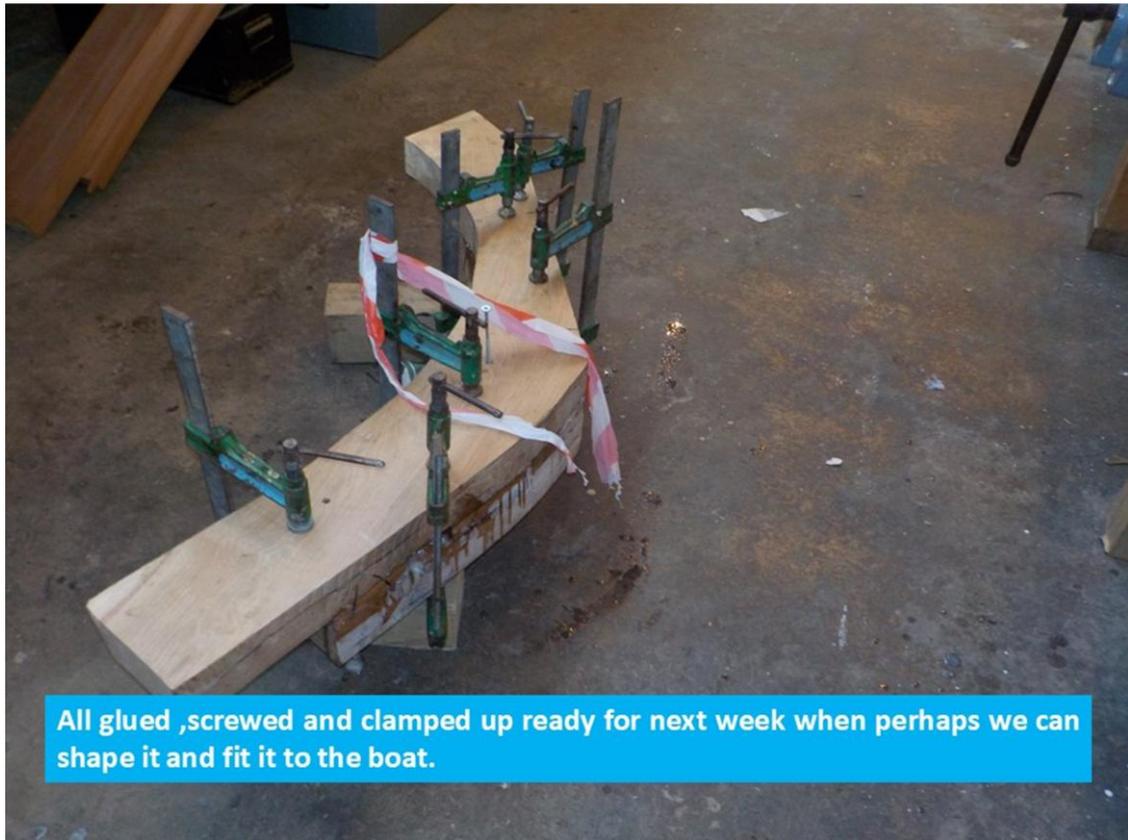
Here Roz has put the graving piece in place on a good bed of thickened resin along with a single screw and a taped temporary strong-back



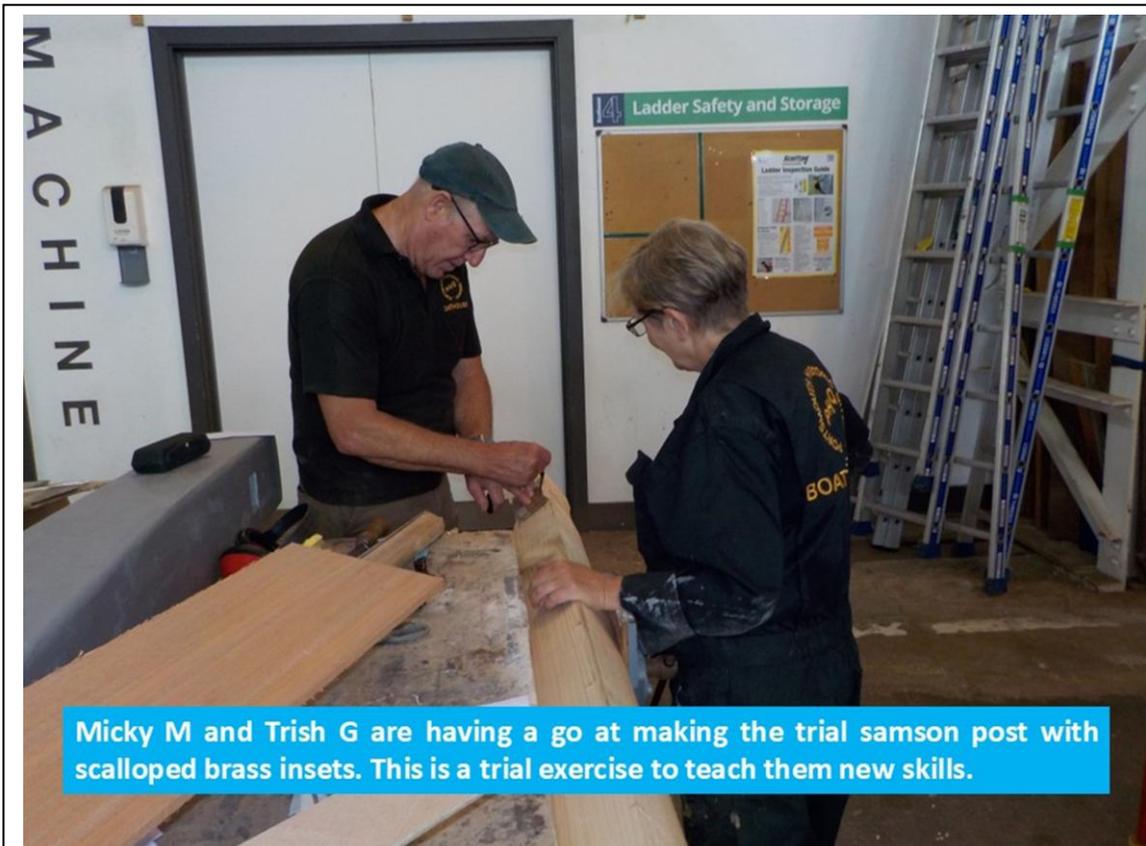
Micky M has just finished planing/ scalloping out the back face of the stern-post so that it sits easier on the transom which is slightly bellied top to bottom, about 3mm high in the middle







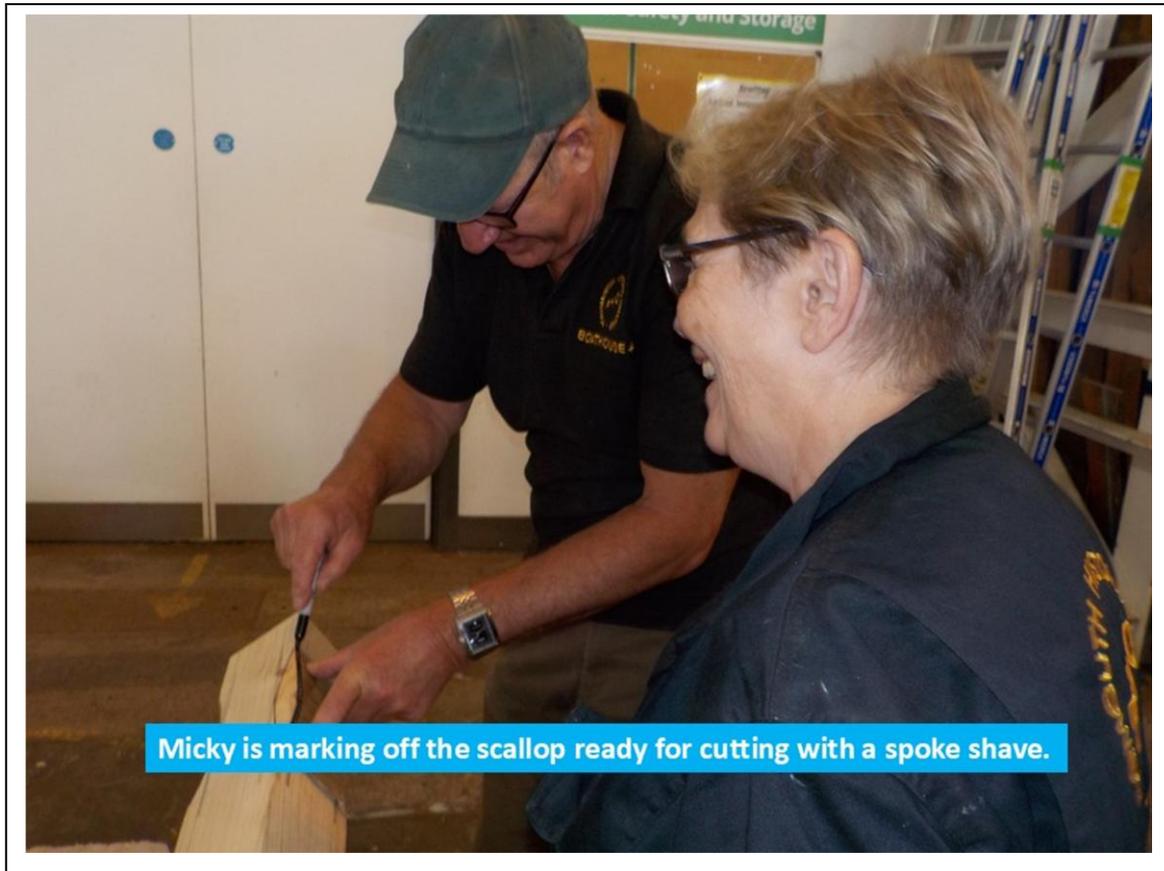
All glued ,screwed and clamped up ready for next week when perhaps we can shape it and fit it to the boat.

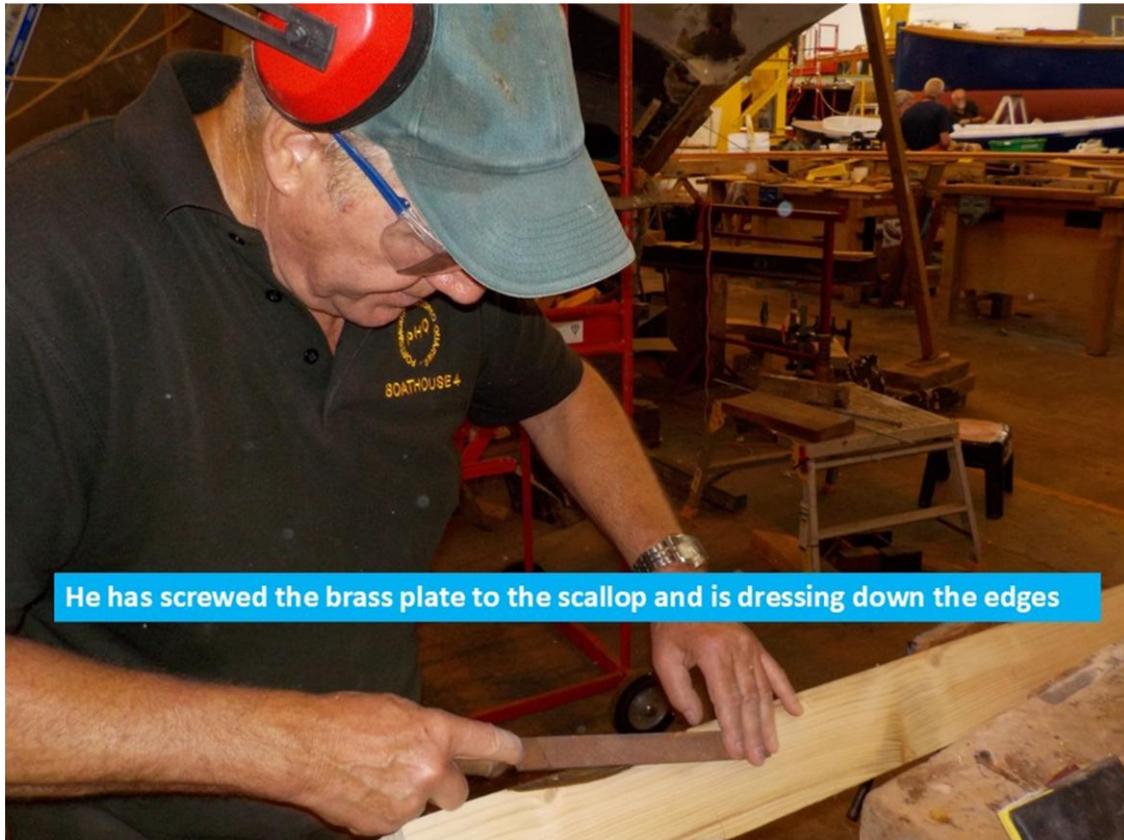


Micky M and Trish G are having a go at making the trial samson post with scalloped brass insets. This is a trial exercise to teach them new skills.

## Cyclops restoration programme August 2025

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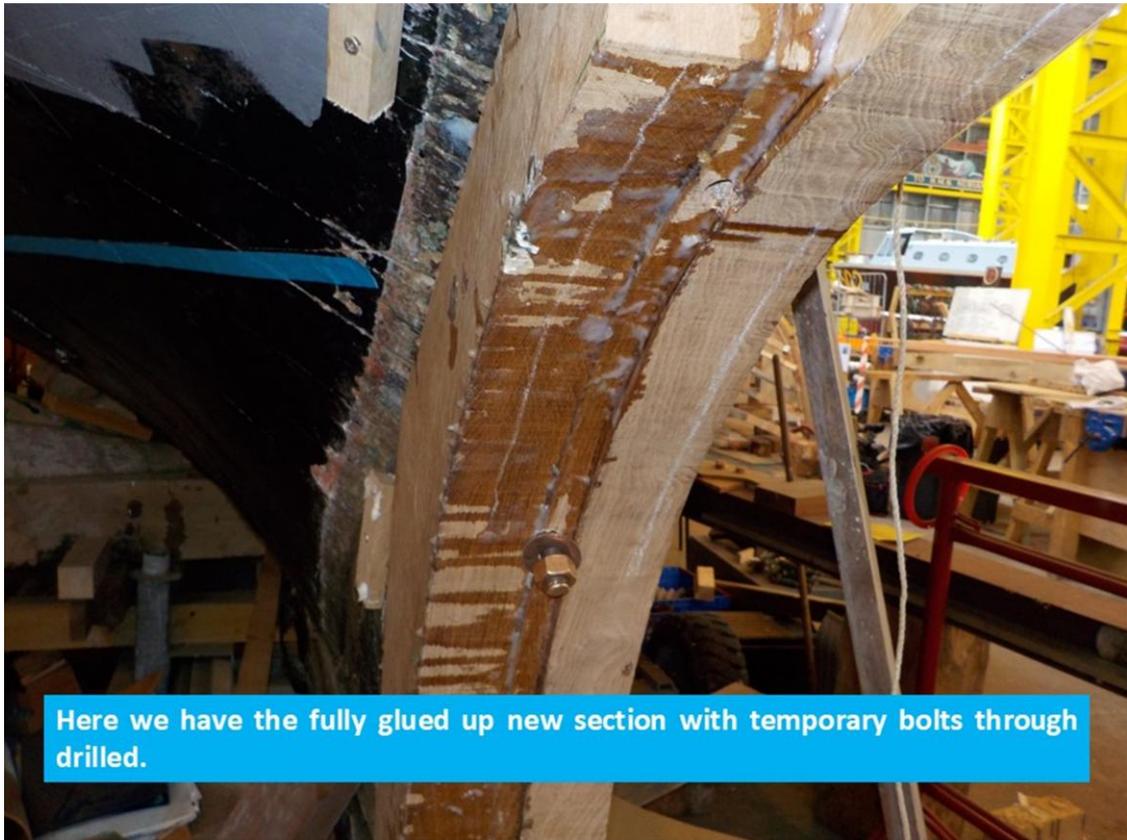




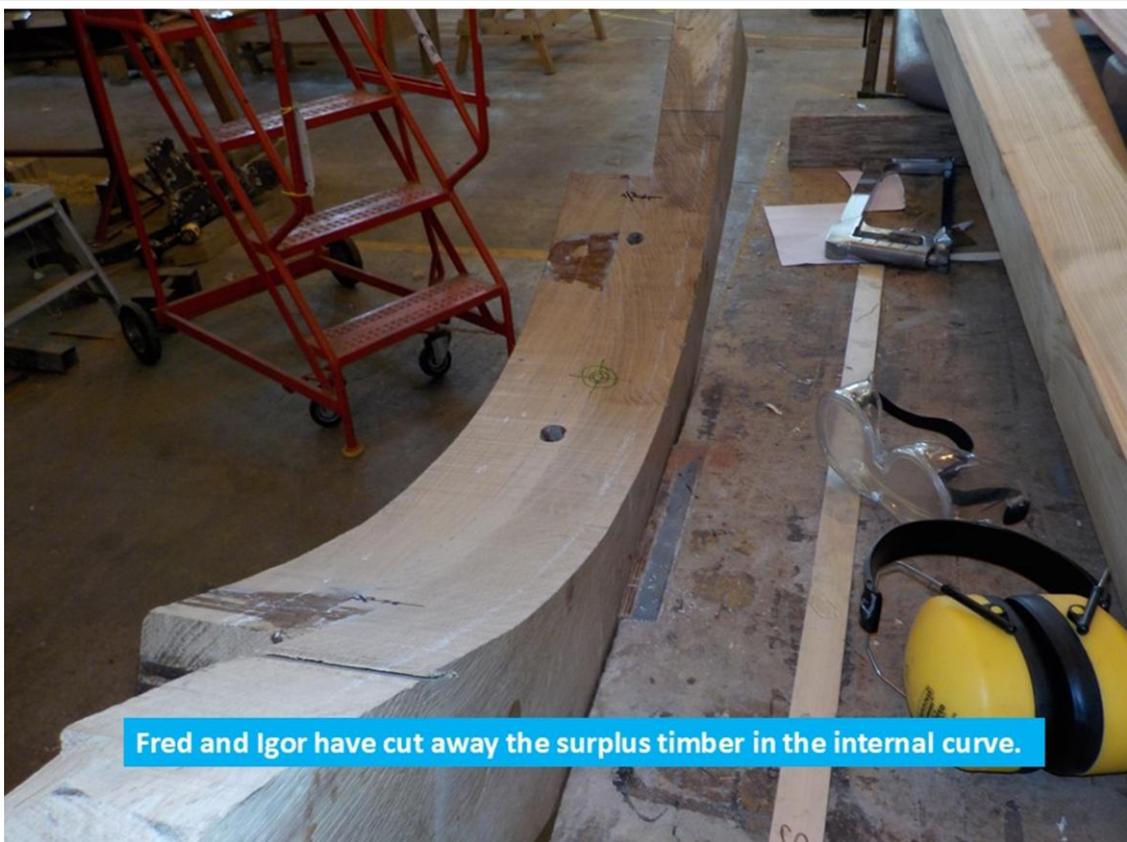
He has screwed the brass plate to the scallop and is dressing down the edges



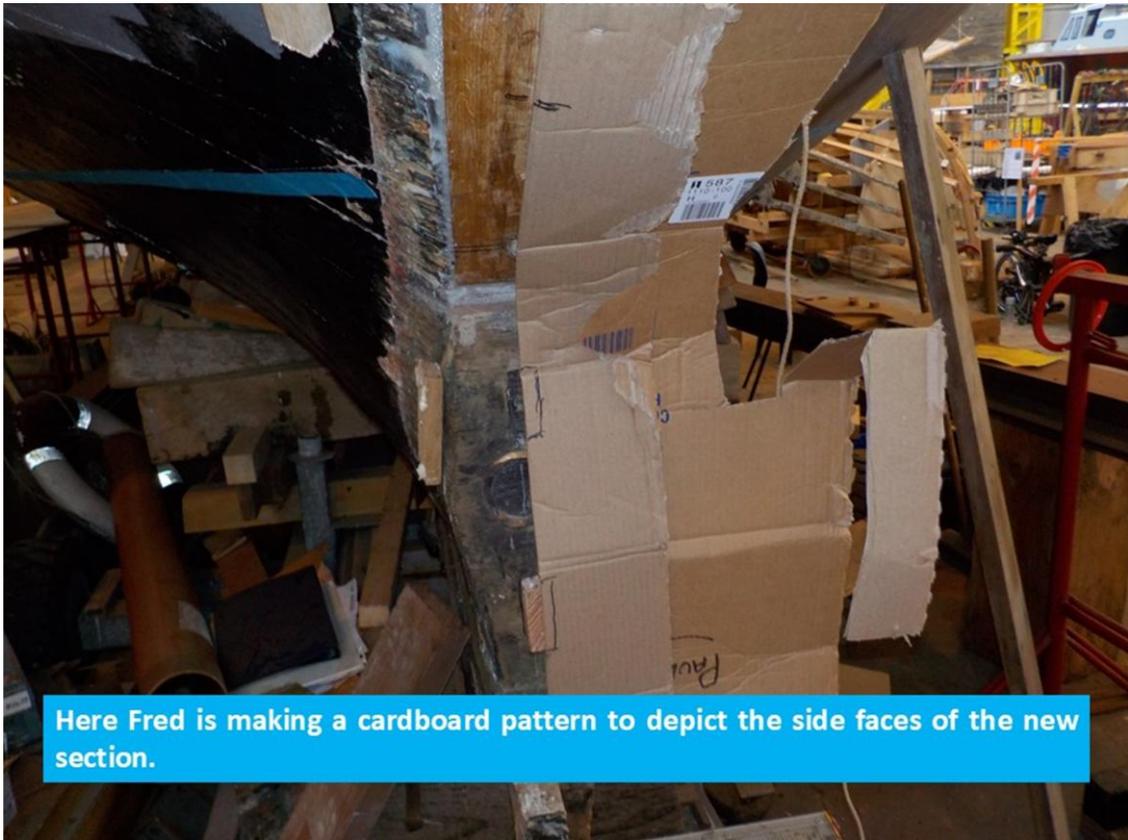
It is such a shame that this one was only a dummy run that will be binned unless Micky takes it home as a special prezzie for Alison. Good job Mick.



Here we have the fully glued up new section with temporary bolts through drilled.



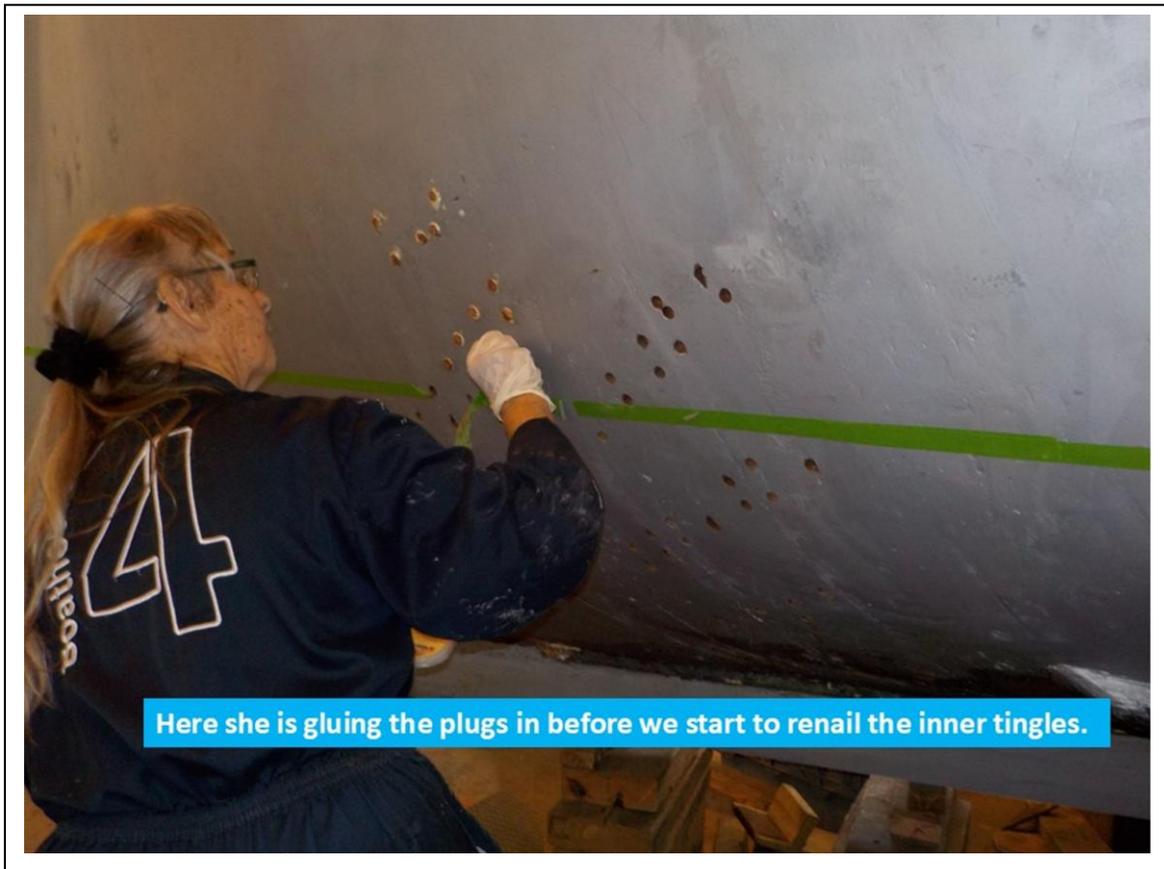
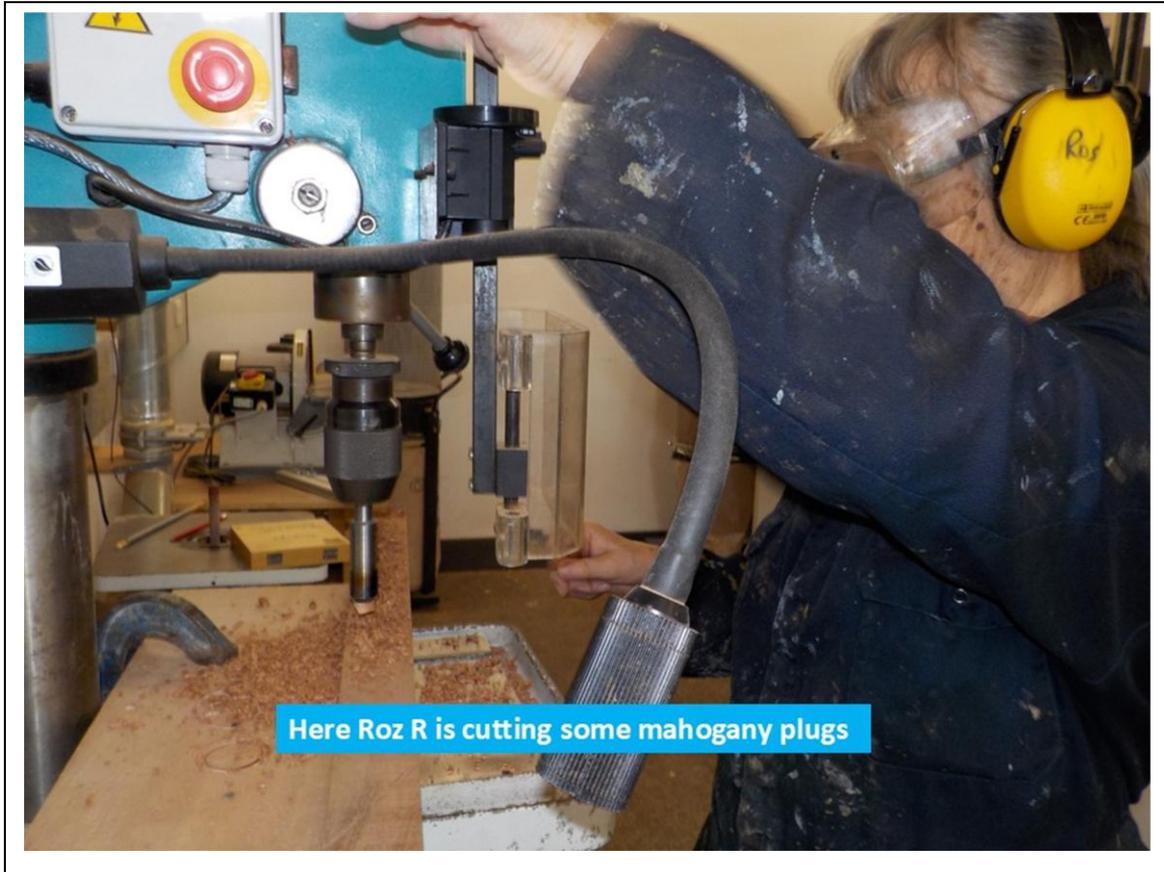
Fred and Igor have cut away the surplus timber in the internal curve.

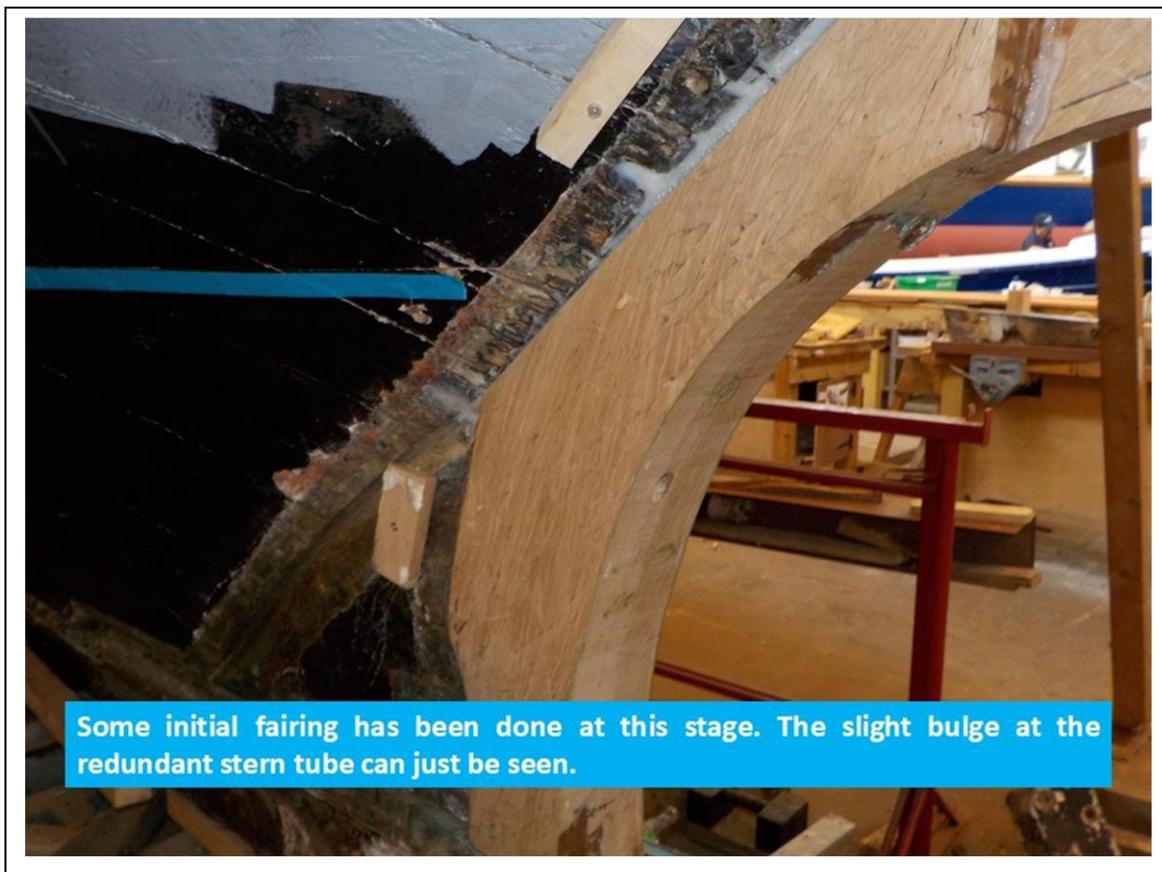


Here Fred is making a cardboard pattern to depict the side faces of the new section.



An initial profile marked along the center-line. The shaded areas will need to be removed on the bench before we can dry fit again and fair in the full section into the skag. We have decided to retain the bulbous section around the dormant stern tube





## Cyclops restoration programme August 2025

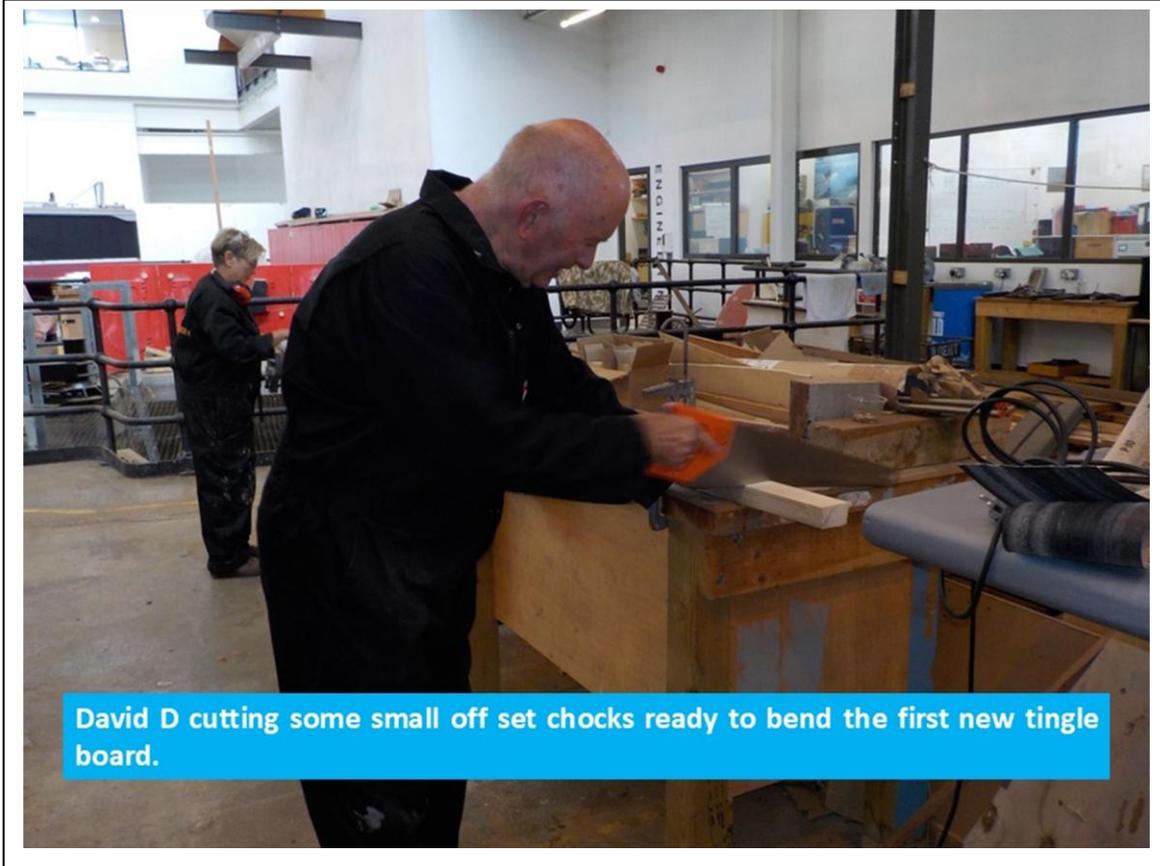
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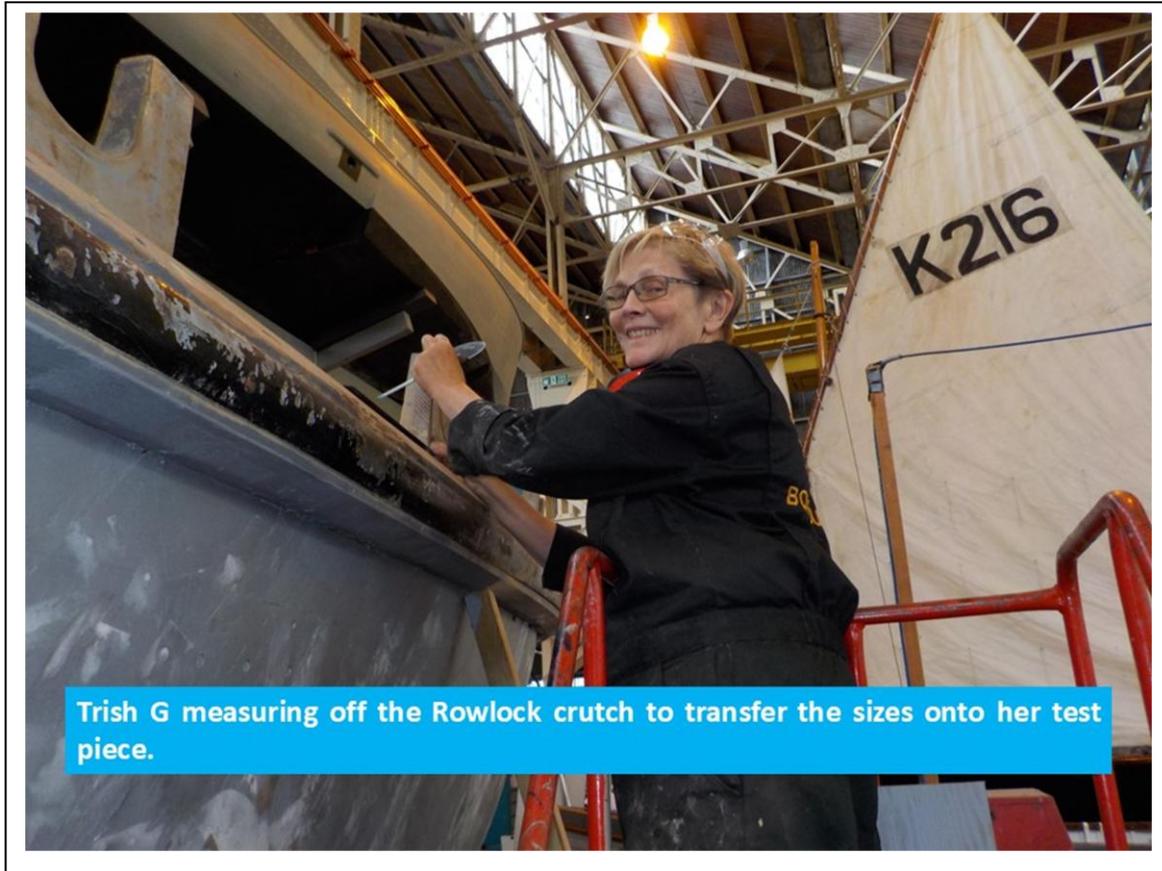


## Cyclops restoration programme August 2025

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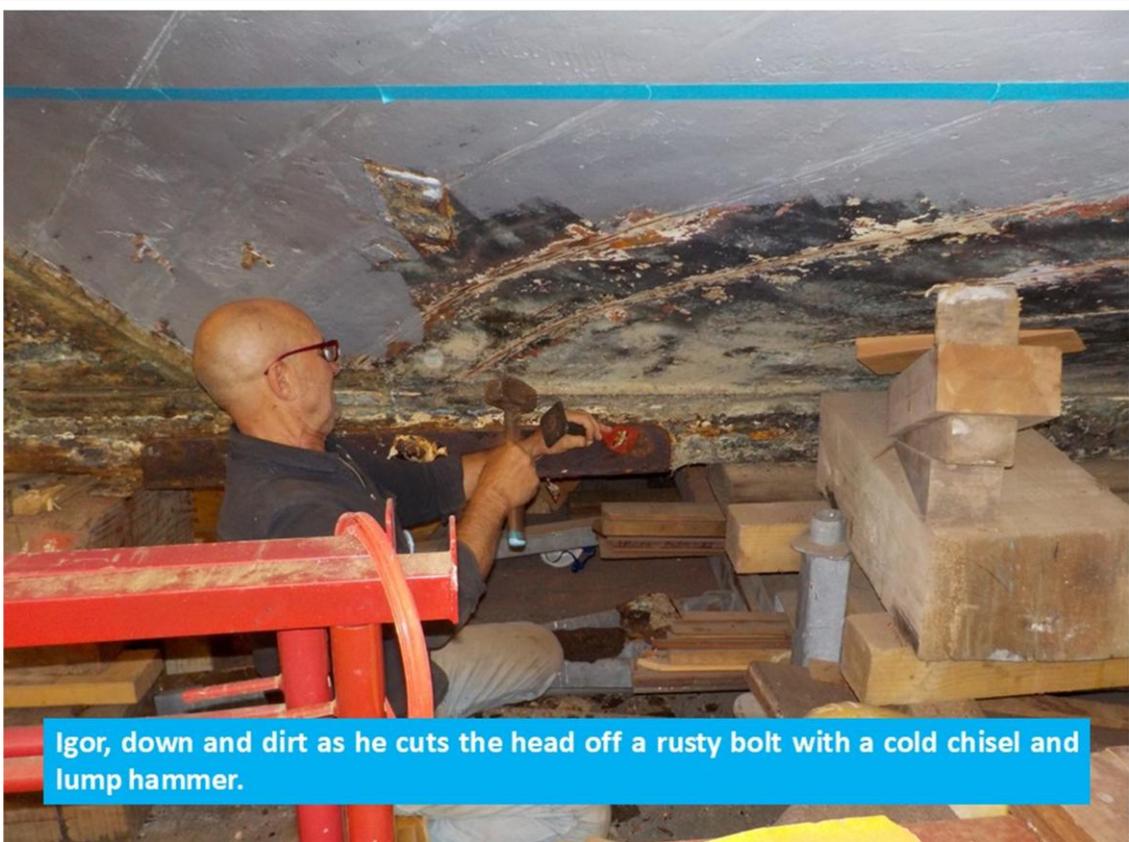




## Cyclops restoration programme August 2025

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Roz R has faired off her sticky out bits from her plugs



So much for the cold chisel Igor has now called up the heavy duty kit, he won't let it better him!.

## Cyclops restoration programme August 2025

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The thumb of Igor says it all really. There is the shoe on the ground and no smoke coming from the boat. That keel timber is as hard as iron even after 110 years.



The 'Man from Del Monte' he say yes. Next stage is to get the new propeller cut-out fitted and all bolted up and then start moving forward along the keel.