

Monthly News Letter
Boathouse 4/5 Volunteers

February 2016



This has been a bit of a mixed month some vicious storms, some lovely sunny days, lighter evenings and the latter bodes well for the advent of spring.

**Portsmouth Naval Base
 Property Trust**



The Green Parrot – Well having spoken about the bulkhead replacement programme it is definitely underway now. She has now got one of the biggest engine rooms ever seen in a 45 Ft



Medium Speed Picket Boat since time began. In the photo over left the bulkhead has been removed

completely and up to her wheel house is more a wheel wall



than a house as the sides have also been taken away to be replaced. IBTC Bob, who can be

seen above left and his Students are getting stuck in with a vengeance. Watch this space for future developments.

Harbour Launch D49 – This month has been one of varying fortunes for our favourite Harbour Launch. Having pushed on with the refit we had got to the stage where the transom had been put together and the steering lines fitted to the tiller



arm as can be seen at the top of the next column. John P had repaired the decking below the forward Port guard rail

Stanchion and as you can see in the photo below right he is man of supreme confidence in his work as he casually leans his full and not inconsiderable weight against the newly fitted rails, that is not to say he is heavy but his height to weight ratio is finely tuned. So generally speaking all was good



and we were on line for some early harbour trials in the coming week or so. However she had to leave the dock to make way for a couple of boat

movements and so she was put onto the finger pontoon outside. Above she is tied up with the Steam Pinnacle 199 alongside whilst we move Charmian into the boathouse (more about that later).

So back to D49, she was tied up safe and sound for the weekend but then nature took a turn and we were hit by storm Imogen. There must have



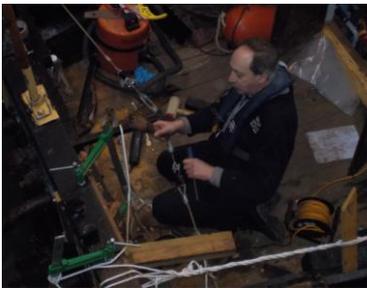
been some big wave movement that tested the mooring lines, fortunately they were sound and all held but the

transom wasn't and didn't, so wasn't so lucky and so we are



now back a bit in the programme

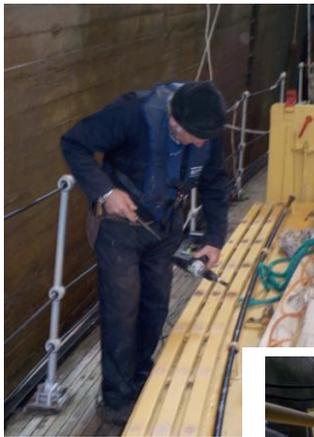
whilst we carry out some repairs. Top left shows the storm



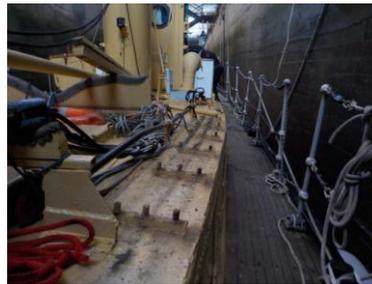
windlass. Above right Allan, Chris and Eddie are

damage after we had carried out the initial salvage operation pulling the broken section back into line with the Spanish

busy taking the quarter badge fashion piece off so we can get at the damaged bulwark and above left you can see the temporary battens we have put in place along with some temporary external steel brackets. Bottom left of the previous column John 'IMRMIMST' P is busy cutting out some of the damaged timbers. Overall this exercise was covered by the full team of the Boats Afloat crew with Clanky Shiner, Lecky Chris, Lecky Eddie, Chippy Chris, Terry, John B, Whaler John, Danny, Knotty Tony, John 'IMRMIMST' P and Fred all involved at some time or other. Once she was safely back in the dock and the repairs were



started it was also decided that we would bring forward one of the other jobs that was planned to be done in the near future. Over left Knotty Tony has discarded his marlin spike and whipping



cord and is busy drilling out the seating slats so we can give her superstructure a good old fashioned scaling. Later these will be replaced with varnished / oiled Iroko once the coach roof has been stripped and repainted.

Dartmouth Gig Restoration- The volunteers have progressed well with this project over the past month. This month we have concentrated on removing all of the internal structures so that we would have a 'soft' boat that we can reshape

before any new planking goes back in. Over left Tom B is pointing out the last known position of one of the timbers that he had just removed. Below right Chris H is also on a mission taking out alternate timbers as part of the softening process.



Below left Whaler John and Anne C are discussing the why's and wherefore's of removing one of the thwarts. Whilst



below right Anne is perusing one of her ill gotten gains, namely

one of the thwart knees that she had just helped



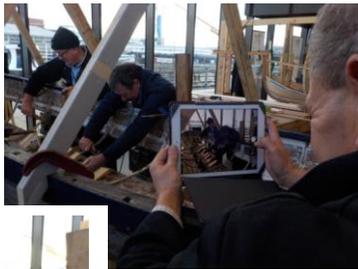
Whaler John to get out in one piece. Over right Nigel W and

Trevor D are busy taking out the Port garboard strake (the one that lies against the keel) as it is split along the nail line and needs to be replaced. To get the garboard strake out it is necessary to take out the plank next to it so they are taking out the two planks. Over right the results of their labour. The next stage was to remove the port garboard strake in the same way, this job fell to Barrie, Alan Whaler John and Anne and below they are all at work with drills, centre punches,

dollies, hammers and pincers. Also in this photo you can see Whaler John and what Whaler John can see. Not a bad



ratio of workers to photographer, running out at 1:1. Anyway the overall result



was a boat that had a lot fewer planks in it than it had when we started but also a boat that was well and truly softened as you can see over right. All we needed then was for Jim M to make a few moulds and get them into place. Above right is Jim's first mould along with the inevitable coffee mug.

New Build Gig – The IBTC students are progressing with the new build gig. Her planking is coming along as you can see from the photos below as one of the guys dry fits the next plank. The worrying



thing is that she now probably has as many planks in her as the gig we are restoring.

Admiralty Pattern Trawler Life Boat – There has been no appreciable movement on her this month but her story will be captured over the coming months

'Lilian' of Porlock Weir – The project has moved on well in the month with quite a few volunteers working on her. Below left Barrie G, Fay P and Nancy can be seen inside her



clearing the hull of fixtures and fittings. Some of the other guys and gals that have worked on her in the period



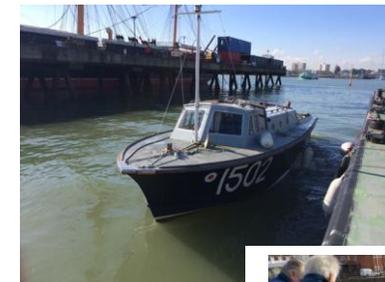
are Alan B, David G, Tom B, Jim M, Chris H, Nigel W and Chris H. In the photos over and below Chris, Jim and Tom can be



seen cutting away part of her keel in readiness to take a full length graving

piece to replace damaged timber.

ST 1502 – The time that we had all been waiting for finally arrived this month, she made her return journey under her own steam and arrived onto our pontoon with her new engines. Below left she is coming alongside and below right she is in the



process of being emptied of some of the items brought over from HSL 102. In this photo Chris H,

Alan B and Eddie are moving the cooker. The following photos cover the short refuelling session and quick tidy up prior to taking



her out for a quick test jolly. Below left Allan B looks as though someone has pinched two rolls of lino, one from under each arm. Next photo below right he and Chris are busy with the hand pump moving some diesel that we had salvaged from



the Green Parrot into 1502's tank. It wasn't long after that and we were off for a jolly, I mean trials. Below left

Danny, Shiner, Allan and Chris are relaxing in the sun and finally below right Lecky Chris is enjoying the breeze with the wake sweeping away in the background.

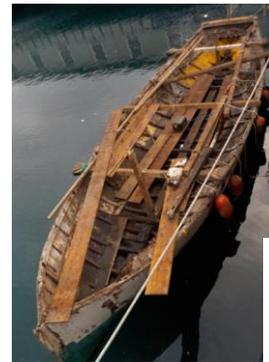


Now for some of the other things that have taken place in the month – As I said earlier we had to move D49 out of the dock to make way for Charmian our ragged 1906 35 Ft Cutter so we

could get her into the Boathouse from her long term storage place under Boathouse 7. However before we could do anything with any of the boats we had first to raise the dock doors. This has been no mean feat since we moved back into B/H4 as the doors have not had the power connected up to the motor. So in the next photo you can see our intrepid leader at full stretch with the handle turning away. Just out of interest the doors weigh in at about 4 tons and the gearing gives us one latch on the pawl for 3 complete turns on the handle and there are 48 latches on the pawl and the door needs to be lifted by about 15 feet. He's good isn't he? Needless to say the electricity supply has now been connected. Charmian had previously been



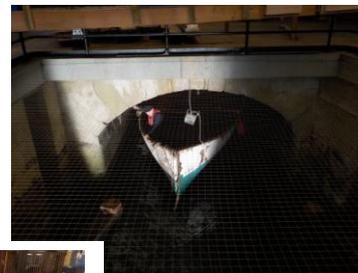
decontaminated and the build up of



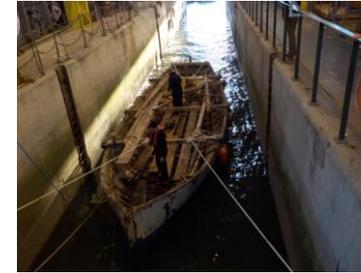
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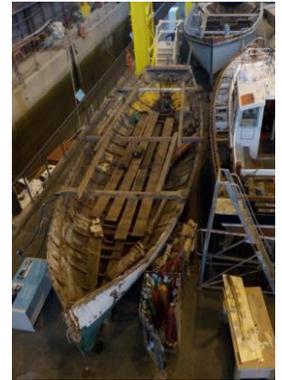
decontaminated and the build up of Guano and the odd dead pigeon had been cleared out so she was relatively clean (ish). The following



sequence of photos tracks her journey from the mast pond, out through the tunnel and into B/H4 Dock. Over left she is lying in the Mast Pond waiting for her crew to join her. Luckily she



Over left she is lying in the Mast Pond waiting for her crew to join her. Luckily she



didn't have long to wait before Knotty Tony got on board and she was on her way being warped through the tunnel. Below right she is making her way through the lock gates but this is some 3hours after Tony had started his journey. What we hadn't planned for however, was having to wait for the tide to drop so we could open the gates. What we had planned for was for the move to take place the next day but Fred had this good idea of starting early and just getting it done in the ideal weather window that we had. Below left Tony has another crew member, Diggory and she is well on her way round to the main dock gates. Elegant little craft ain't she? By now the move was going well and there was no stopping the boat fairies, Charmian was coming home. Next she is in the dock and located under the crane ready for her lift the next day. She was washed off so that her hull was free of weed and then straight out and over onto her cradle. Finally over right she has landed and ready for the next stage of the programme, restoration??

I know she isn't the smartest boat in the collection at present but just looking at her lines from the side and she has a beautiful shape with her if you can hold your breath long enough to admire her. (I suppose if I am honest with you she does still

have a slight detectable aroma of pigeon). This is another of those 'Watch this space' story lines.

A little point of interest – This month's article is courtesy of Eric Walker Able Seaman R.N. who is co-

incidentally our resident Wooden Figurehead expert. Eric was in the Royal Navy and he has kindly sent



me a photograph of him whilst he was crewing on board the 1940's Green Parrot as she carried Princess Alice in 1949. Eric is the matelot on the starboard side making his way back from the foredeck where he was duty bowman. He was serving on H.M.S. Glasgow at the time in the West Indies. This particular Green Parrot was one of the earlier designs of the 45 foot Medium Speed Picket Boat the predecessor of our own boat and as you can see she was of hard chine construction. This design was reputed to have had very poor sea keeping characteristics and was subsequently changed to the later double diagonal rounded bilge.

Fay and her Paddle –

In the month Fay was joined briefly by Nancy another of our volunteers and in the photos below they are busy tackling the job from both ends. Keep up the good work ladies only



another 27 cubic inches of wood to remove and then you can get the sand paper out.



St Ayles Skiffs –

The boat build programme is moving along quite well and in anticipation of the launch work has been started on making a couple of sets of oars. In the next column,

Brian D one of our newer volunteers is busy on one of the oars and some of the school children are busy working on the boat as the planking starts to



come together



Why I became a volunteer –

This month we have an input from Barrie Greenstreet. "I have retired now and it is a great opportunity to learn about Portsmouth Dockyard and



develop new skills related to boatbuilding and all that it entails. Boathouse 4 is also a great social venue in that you meet a great deal of interesting people. I enjoy engaging with the public and I am developing my knowledge of Boat Building and working with wood and using traditional boat building tools. I enjoy the social side and making new friends".

Any 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.