

**Monthly News Letter**  
**Boathouse 4/5 Volunteers**  
**July 2017**



**All of the jobs have progressed well in the month, Cyclops's restoration project is moving along at a good pace and the weather is good, what more could we ask for.**

**Portsmouth Naval Base  
 Property Trust**



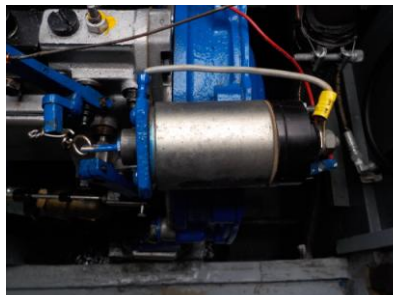
**The Green Parrot** – Work has been re-started in the month and the IBTC Students have been replacing the after cabin coach roof beams.

**MGB 81**– Following on from her Survey in the Boat yard at Lymington MGB 81 remains away in the New Forest pending a refit during which some of her frames will be replaced along with some additional stiffening through her accommodation.

**HSL 102** – She has continued to earn her keep in the month with several charters being undertaken. In the photo over left she is just getting ready to take off for the day



with another group of happy charterers. ST 1502 – In general this month she has been undergoing just low level maintenance. Allan B, Eddie, Shiner had a look at fixing her remote engine cut-off solenoid, even Fred had a go that was how



desperate we were but all to no avail, she needs to be fitted with a new and much bigger solenoid

that is man enough to pull over the shut off valve. So sorry Danny, until that is in the bag it is the manual stop. If any of our readers has sight of a solenoid

similar to the one above for a Ford Sabre Diesel engine we have a hole for it to fit in.

**Motor Whaler Danae** – Since launch she has been doing OK the minor bits identified during harbour trials have been put to bed and a few little final jobs have been completed. She now has a smart new cover to keep the rain out courtesy of Mike W our (almost) resident sail maker off the warrior. Joan M,



Fay P, John P, Fred, John C and John B have all been involved in the making, finishing and fitting some tiddly Fender Rings to the boat. In the photo over left Joan is marking off her bit of timber getting ready to mark



out and cut some little chocks. Over right are the little beasts that she was making before Fay picked

them up and got a router and a sanding block going on them. Once they had been fitted they did look the job admirably and they look just as if they had been designed specifically to tie fenders to. Below right John P has just managed to get off the boat having put the cover bungies in place. This exercise brought about a couple of design changes to the cover; we now have a couple of escape hatches mid-ships. We only had one minor hiccup in the month and that happened as we did a cold move from one side of the pontoon to the other. It wasn't planned to be a cold move but we ended up with a dead



battery just as we were moving all of the boats off the pontoons for the dredgers. We had made a full assessment of the air draught to get her under the



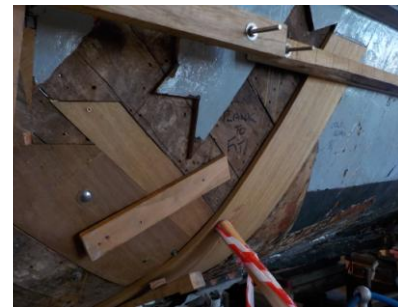
bridge but hadn't taken into tide surge. We had plenty of under the sticky out chunk of under. Luckily Fred is pretty back together so you wouldn't



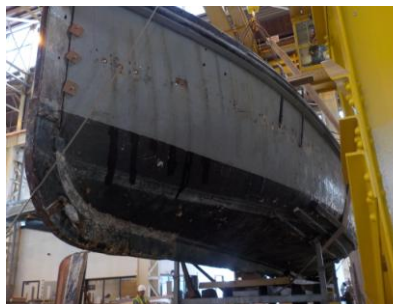
account the cross wind and room under the bridge but not concrete that we got blown good at gluing broken masts notice the join.

**D49** – There hasn't been too much going on with the Harbour Launch this month other than some low level maintenance.

**Cyclops Restoration Programme** - During this last month we have all been concentrating on getting the hole in her hull that we made the previous month filled back up with the odd random bit of timber



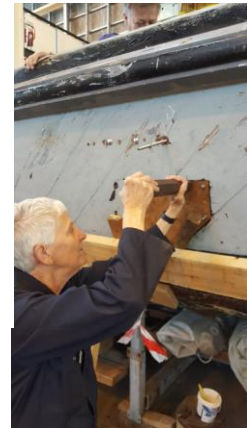
carefully crafted by the skilled and loving hands of the volunteers. In the following photos some of the action is tracked as it takes place. Above left and centre David S is in the process of scalding his hands as he carefully tears away the remnants of the steam bag to



leave what looks to all intents and purpose a beautifully crafted and fitted replacement plank and above right there



are another two equally crafted and fitted planks of wood. Well think again because this was very early days in the life of these planks as you will see later. However before we could progress very much further we had to turn the boat around so that we were no longer working amongst our eager and interested public. On the previous page left she is up and away, in the middle she has been turned through 180 degrees and is ready to land. We took the opportunity to have a good tidy up and moved half a ton of timber to make way for another load to turn up. Once she was round we managed to get back to the business in hand getting those planks in and nailed up. At the bottom left of the previous page Jim M is being assisted to get the 'big man's dolly' jacked up under the boat whilst over right Brian E is 'Dollying up' whilst Tom, Steve, Malcolm, Janet are in side riveting and roving. At the end of the day we had a plank fully in place nailed and riveted. Looking at the photo below left it makes you wish you had taken shares out in the copper nail business



Over far right Janet has also been pulled in to 'Dolly up' Mean while back to big hole up forward, We took out another damaged plank before we started to seriously put them all



back, in the photo over left the full extent of the repairs can be seen. Before progressing however we need to cover the inner planking with raw linseed oil and oil soaked calico in the



photo over right John C and Fay are tacking the calico in place using some tiny copper tacks. Below left Graham and Bruce are



having a welcome break but are obviously having too much fun. Over right John P is busy planning off some surplus timber from the plank he is fitting and below right Fay is busy with the steam hose as we try to



bring the beast into submission steaming it, bending it, shoring it, wedging it, bolting it and finally nailing it into place. Sounds good doesn't it, well it would have been if the beast had been lying close to the inner planks all round



but it was not to be without an ongoing battle of wits. It was the combined intellect of the volunteers pitted against the combined intellect of a piece of wood! Yes you've got it, the wood won. No not really but it did take a couple of big man's bolts to pull it finally into place and submission. So on to the next plank. Above we have started to spile in the shape to make a full sized pattern. Watch this space next month.

**Dartmouth Gig Restoration-** One more plank left to go on the starboard side and about three on the



port and then David and his team can start to think about framing her and then moving on towards the fit out.



**Forward Planning of future projects-** Bob and Diggory are moving forward with the future projects, Timber has started to come in for Falmouth our 1916 Armed Steam Cutter, the steam plant and engine are being built off site. The replica 1919 CMB 4 is also progressing with the potential of making a start on laying out her lines in September all being well and the restoration planning of our LCA F 8 is moving forward as well. Watch this space on all of our future projects as they develop, there may even be more to come.

**Other things that happened in the month-** The long awaited dredging took place and they took out multiple barges of spoils from around our pontoons dropping the seabed by about a meter so no more bottoming out boats on the spring tides. Actually personally I don't think that they did a very good job because the water around the pontoons is still as high as it was before. Ouch! I have to go now as I have just bitten my tongue in the side of my cheek.

**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.