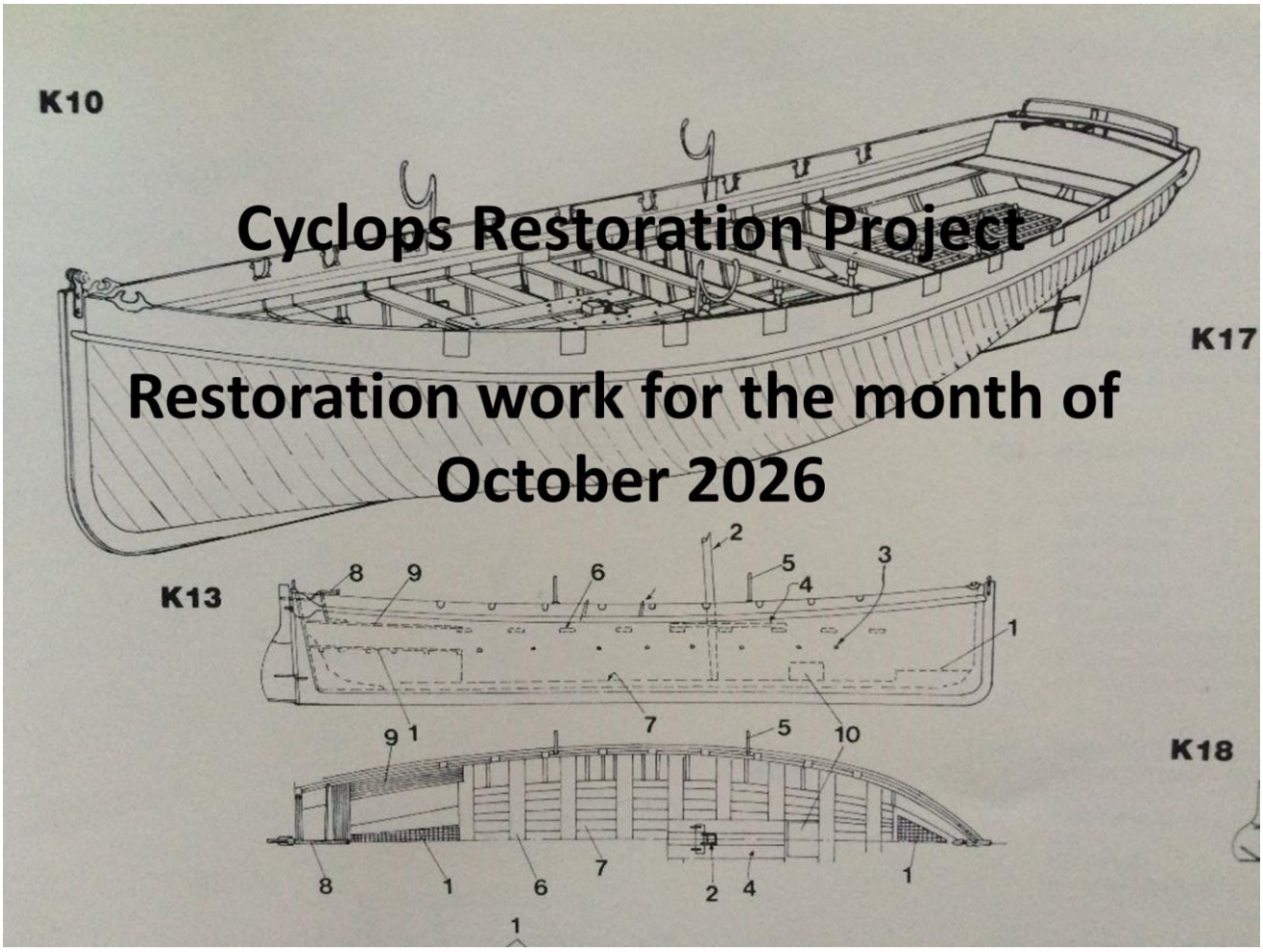
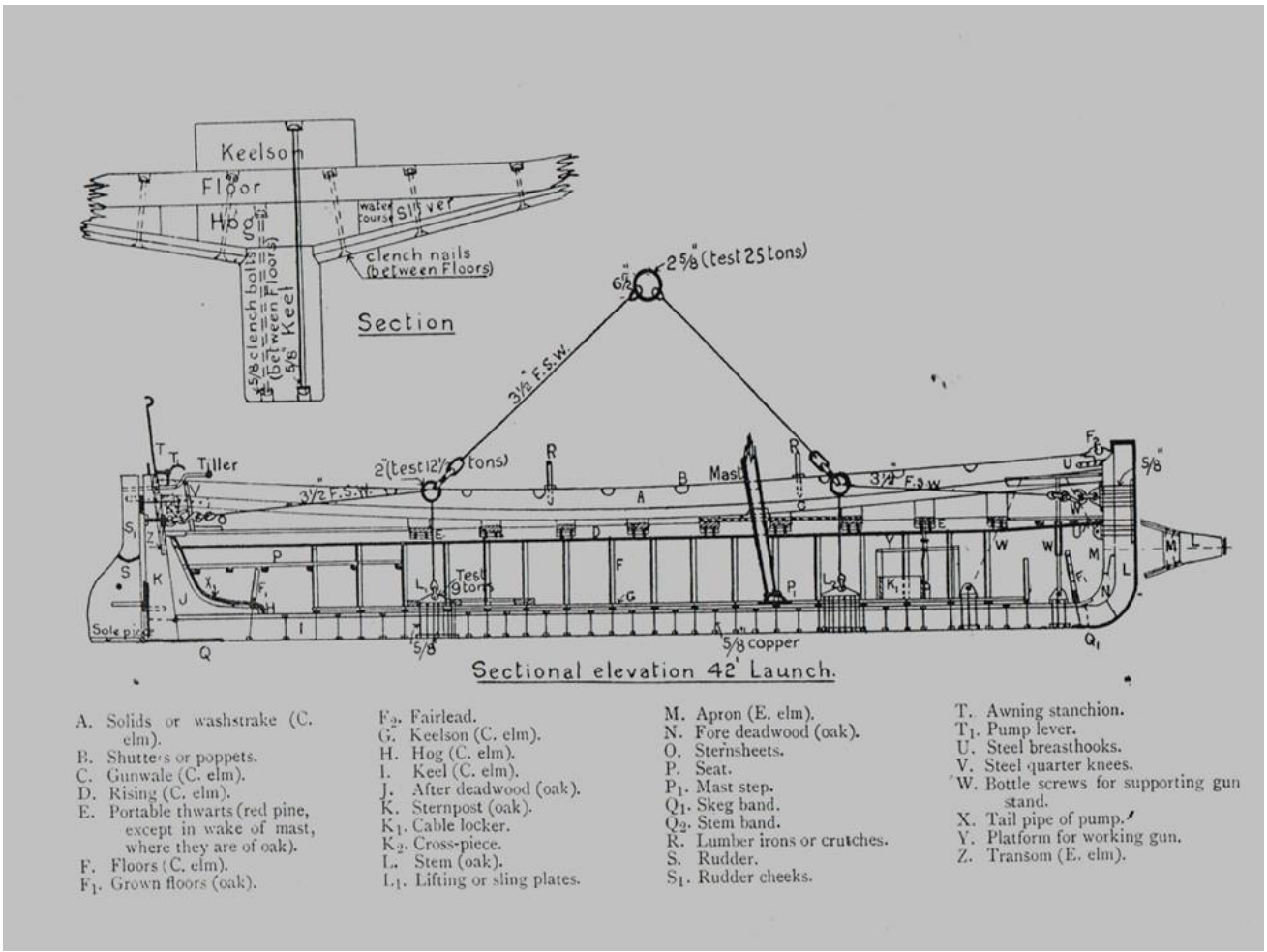
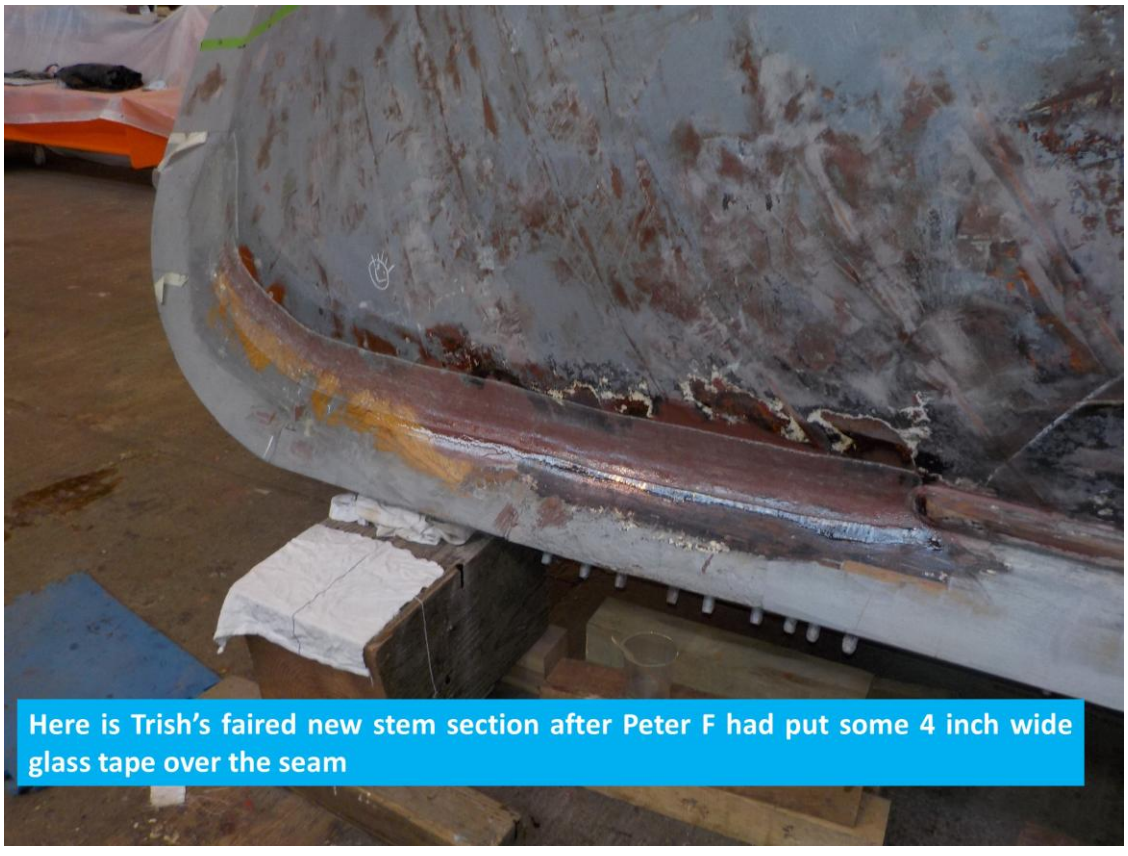




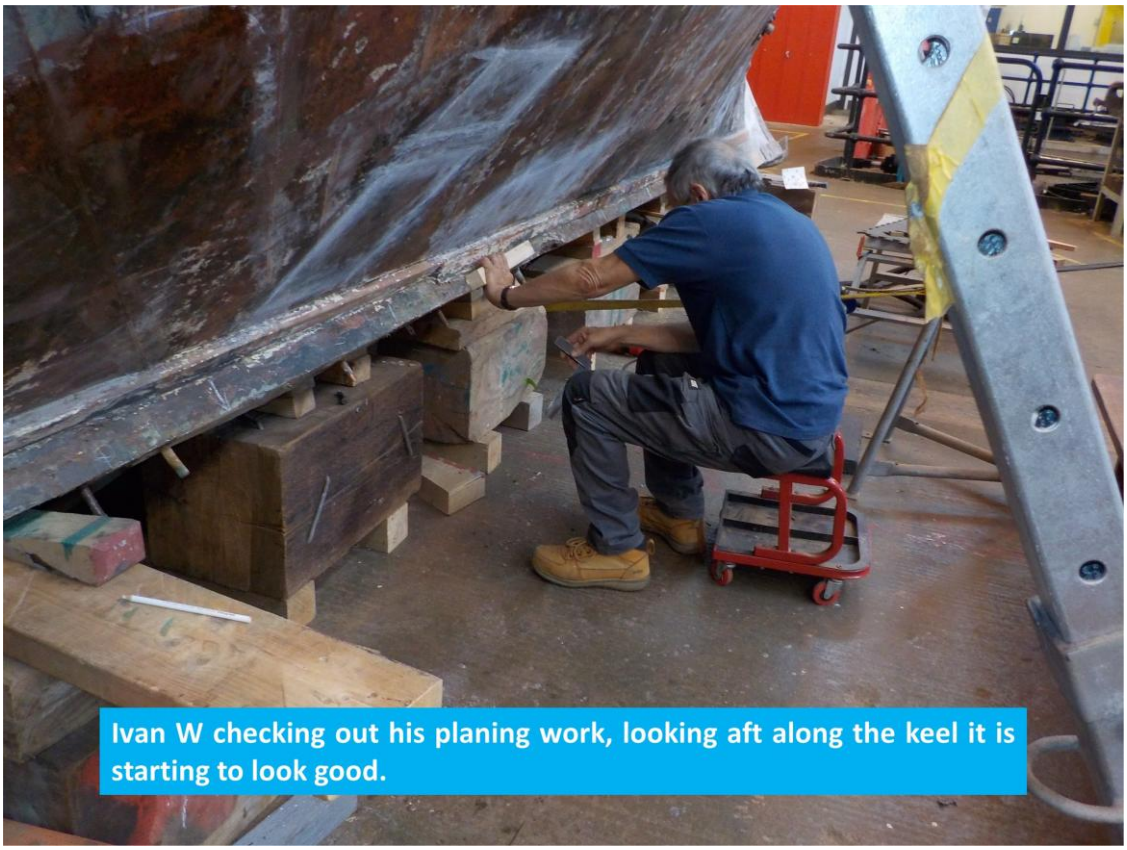
A. Solids or washstrake (C. elm).
B. Shutters or poppets.
C. Gunwale (C. elm).
D. Rising (C. elm).
E. Portable thwarts (red pine, except in wake of mast, where they are of oak).
F. Floors (C. elm).
F_1. Grown floors (oak).
F_2. Fairlead.
G. Keelson (C. elm).
H. Hog (C. elm).
I. Keel (C. elm).
J. After deadwood (oak).
K. Sternpost (oak).
K_1. Cable locker.
K_2. Cross-piece.
L. Stem (oak).
L_1. Lifting or sling plates.
M. Apron (E. elm).
N. Fore deadwood (oak).
O. Sternsheets.
P. Seat.
P_1. Mast step.
Q_1. Skeg band.
Q_2. Stem band.
R. Lumber irons or crutches.
S. Rudder.
S_1. Rudder cheeks.
T. Awning stanchion.
T_1. Pump lever.
U. Steel breasthooks.
V. Steel quarter knees.
W. Bottle screws for supporting gun stand.
X. Tail pipe of pump.
Y. Platform for working gun.
Z. Transom (E. elm).

A summary of the work carried out in the Month of Sept 2026

October kicks off by continuing with the keel, Ivan W has been planing off a lot of the high spots as he tries to give us a flat base for the first stage lamination. Peter F was working with Ros R on the said lamination by cutting a pair of stopped scarfs in the second section along from the transom. Igor was intent on sorting out some halfway decent old bolts and clearing away the through bolt holes for the new M16 Stainless steel keel bolts. Micky M is still making progress with the dwarf bulkhead, his patterns are a petty good fit. Next stage will be for him to transfer the patterns onto mahogany for the frame and perhaps ash for the gratings. Jimmy M and Fred have had a go at screeding the hull with a resin and filler mix. John B1 has been fitting his bilge rail repair Trish G and Ros R are working on the lower hull fashion piece replacing some damaged timber, also working with Fred as his labourers, mixing resin, having gone through an intense training session. Micky M has made progress with his dwarf bulkhead. Jimmy M has made big inroads with screeding the hull and Igor has been busy re-instating sawn off bolts for the keel. Micky M has co-opted two new 'Gofers' to help him with his mini dwarf bulkhead project, for the last week or so he has been helped by Ros R and Trish G. He will soon be joining all the parts together ready to make the ash grating. Jimmy M has screeded more of the hull and has even saved Fred's blushes by tidying up his mini disaster. John B1 is nearly ready to bolt his bilge rail repair back to the boat and Igor has glued up the first keel replacement piece. Working with Fred they have marked off the various bolt holes in number two keel repair section and dry fitted the piece in place.



Here is Trish's faired new stem section after Peter F had put some 4 inch wide glass tape over the seam



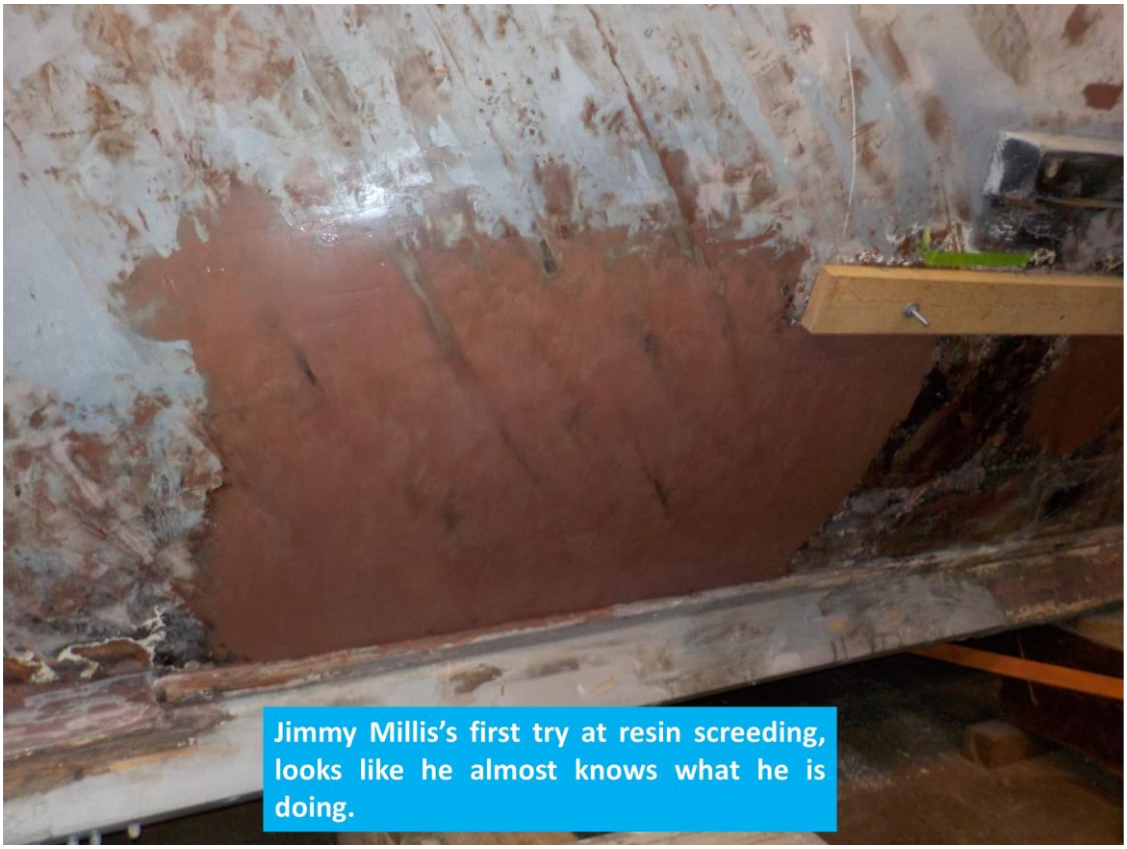
Ivan W checking out his planing work, looking aft along the keel it is starting to look good.



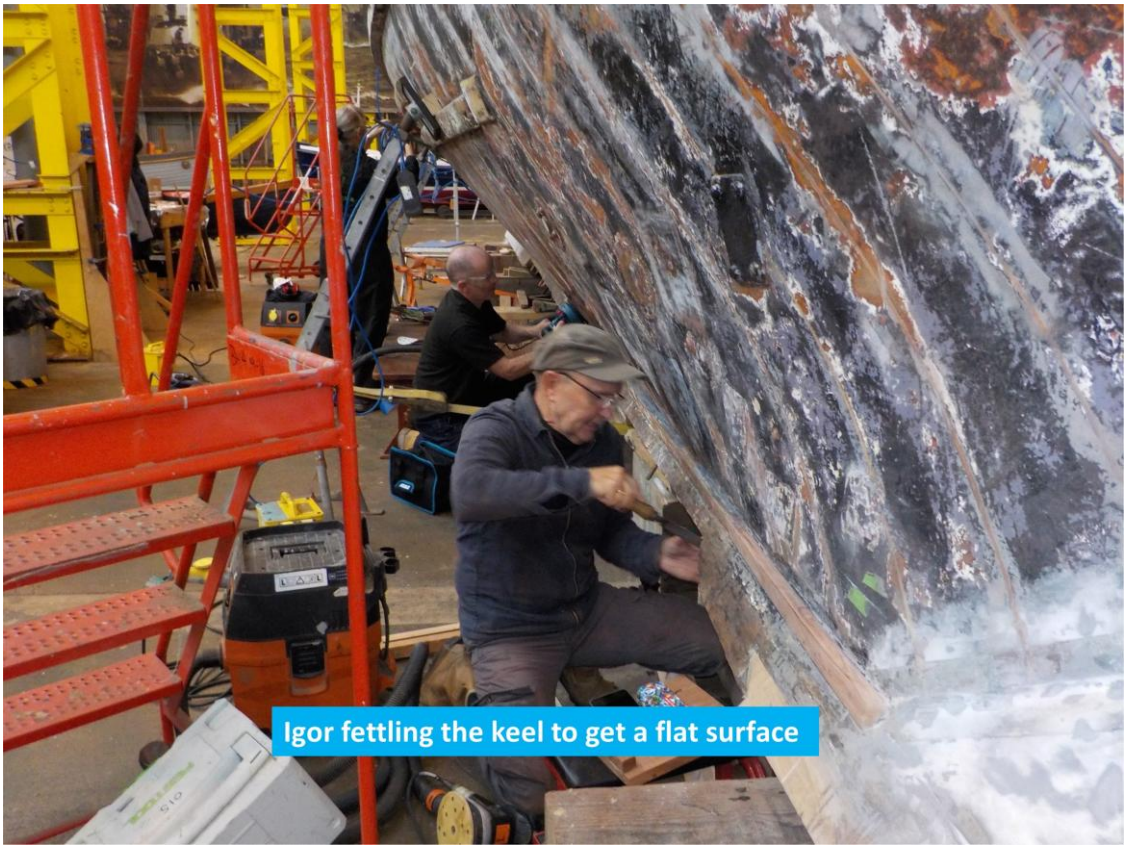
Peter F's stopped scarf joint for section 1 and 2 of the keel laminations


A good fettling start point


Igor has picked up from Ivan W and his keel levelling job so he could dry fit the first section of new keel. It is slightly shorter than Fred had hoped for due to mis communication.



Jimmy Millis's first try at resin screeding, looks like he almost knows what he is doing.



Igor fettling the keel to get a flat surface


Micky M taking five between pattern making


Micky M Developing his pattern



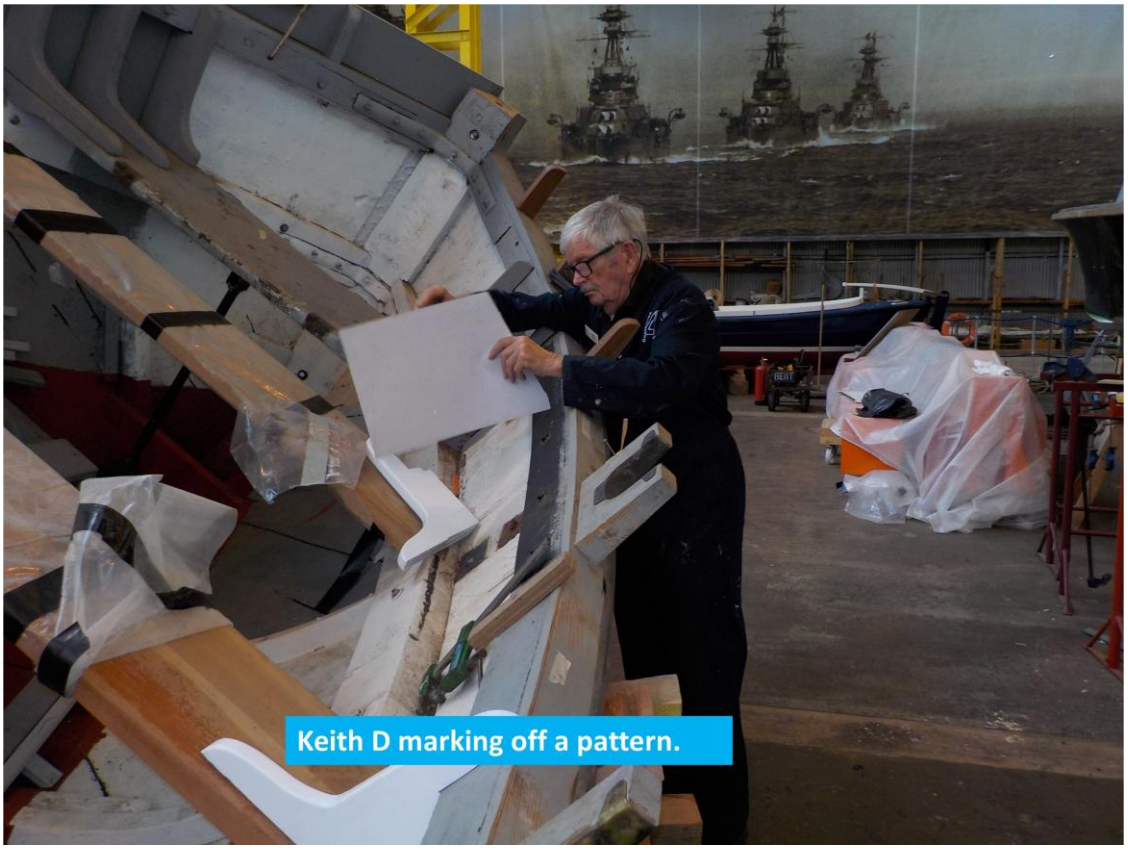
Micky M pointing out a gap in first stage pattern.



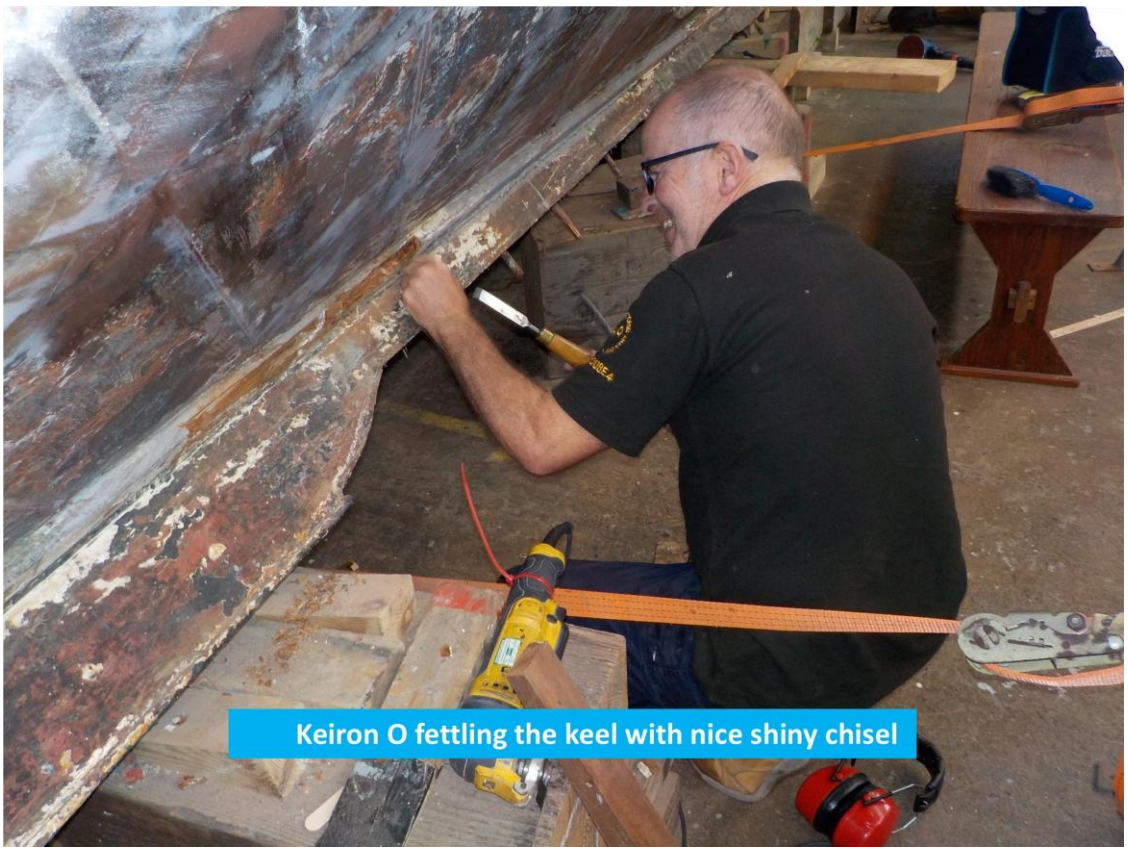
Igor dry fitting number 1 keel section.



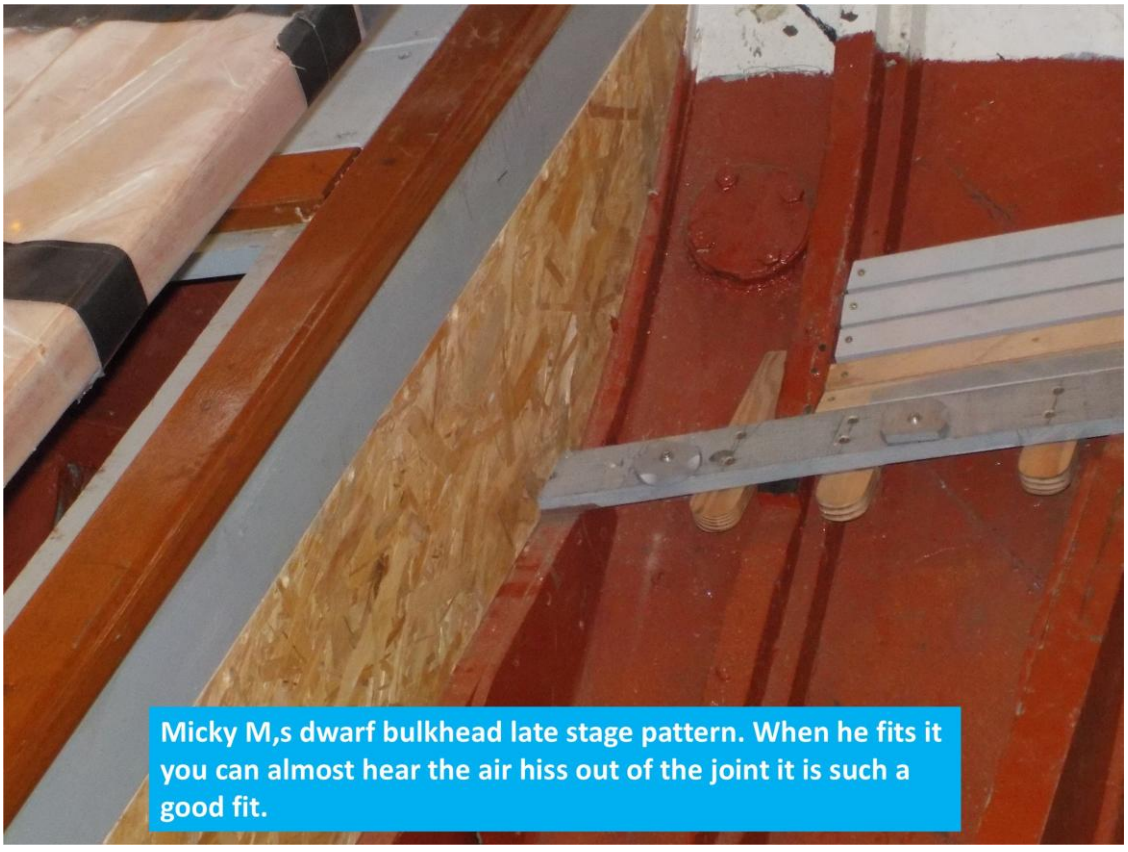
John P and Keith D starting to fit some of the forward thwart knees



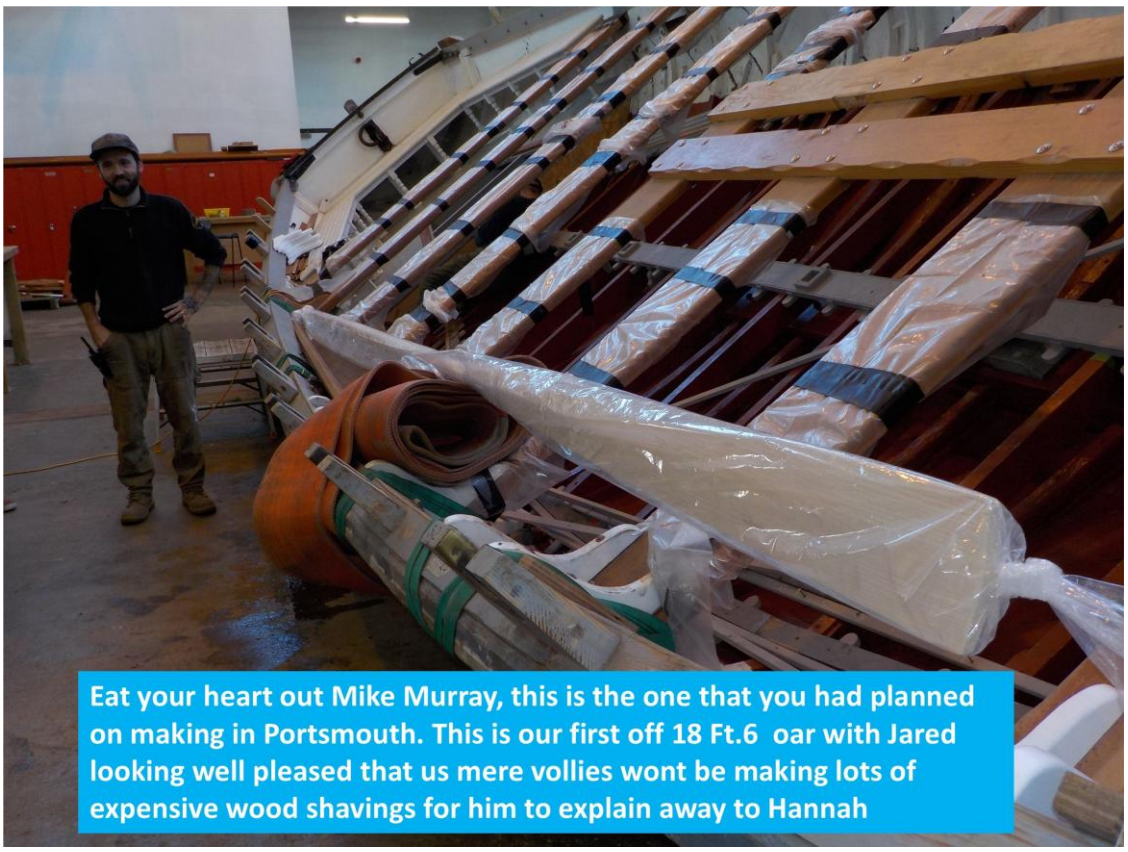
Keith D marking off a pattern.



Keiron O fettling the keel with nice shiny chisel



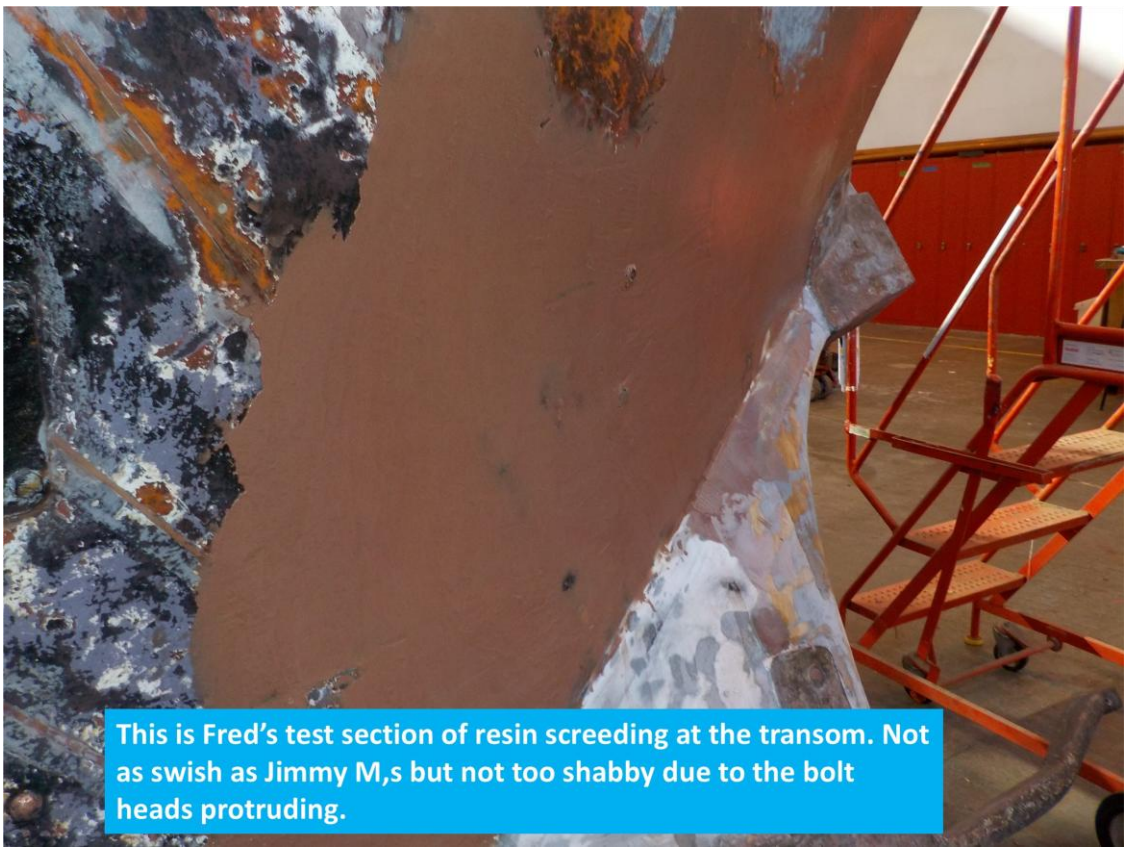
Micky M,s dwarf bulkhead late stage pattern. When he fits it you can almost hear the air hiss out of the joint it is such a good fit.



Eat your heart out Mike Murray, this is the one that you had planned on making in Portsmouth. This is our first off 18 Ft.6 oar with Jared looking well pleased that us mere vollies wont be making lots of expensive wood shavings for him to explain away to Hannah



Fred and Jeremy with their oar before it goes back to Cambridge as a pattern for the next 17 off.



This is Fred's test section of resin screeding at the transom. Not as swish as Jimmy M,s but not too shabby due to the bolt heads protruding.



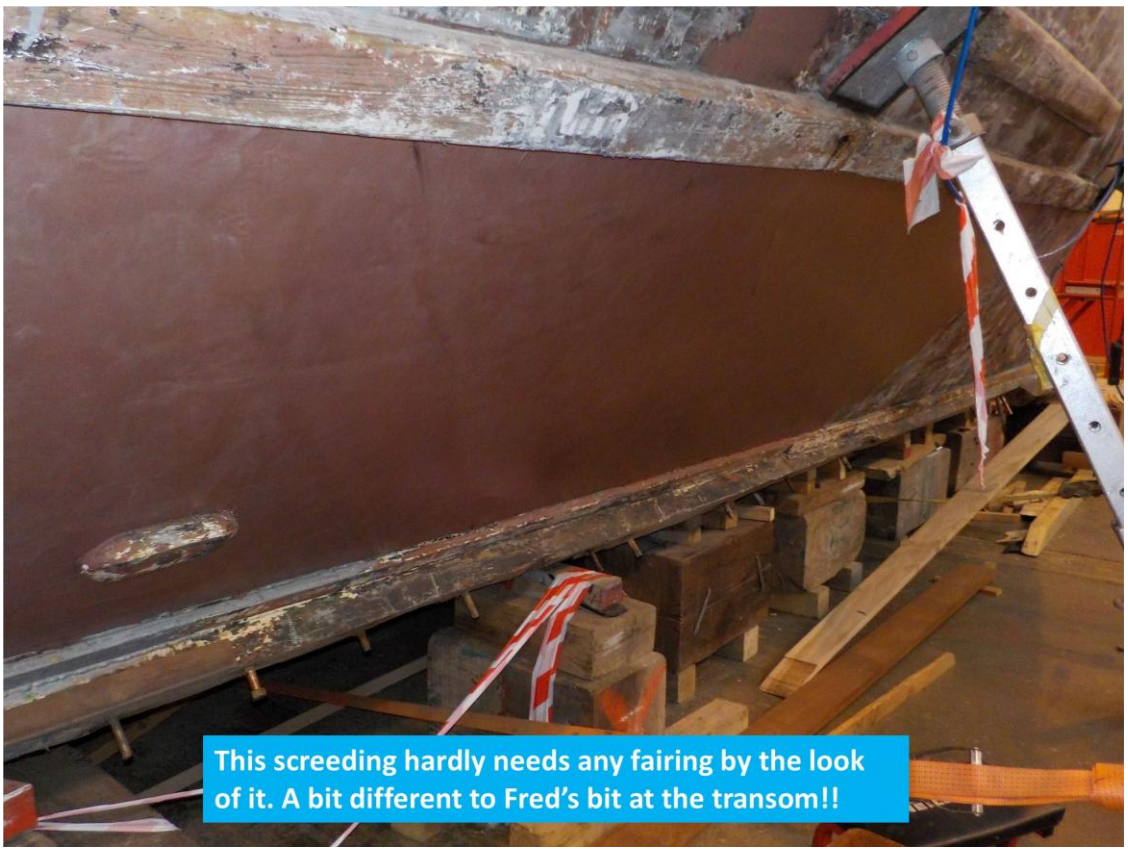
Fred,s bit of resin after it had cured a bit, nothing that a couple of hours filling and fairing wont cure



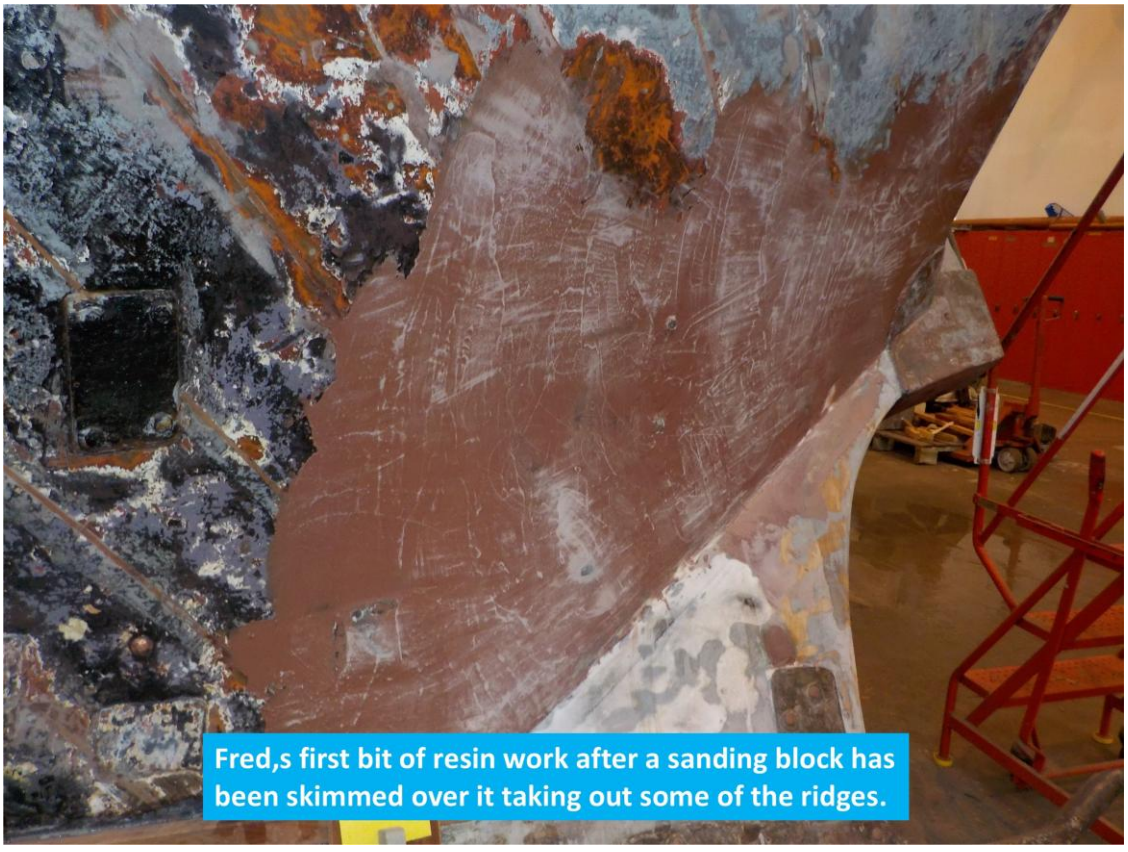
Jimmy M has made big progress here at the stem and looking very smart.



Jimmy M has moved along the hull below the lower bilge rails



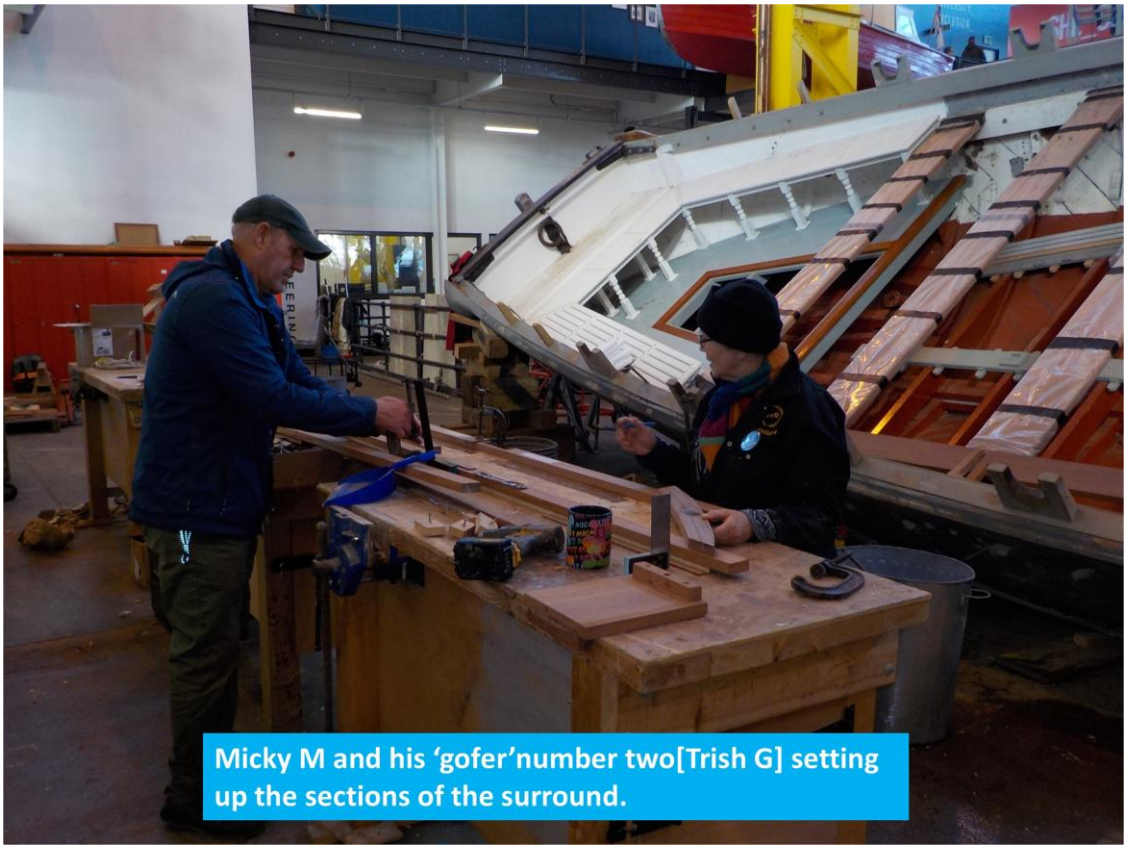
This screeding hardly needs any fairing by the look of it. A bit different to Fred's bit at the transom!!



Fred,s first bit of resin work after a sanding block has been skimmed over it taking out some of the ridges.



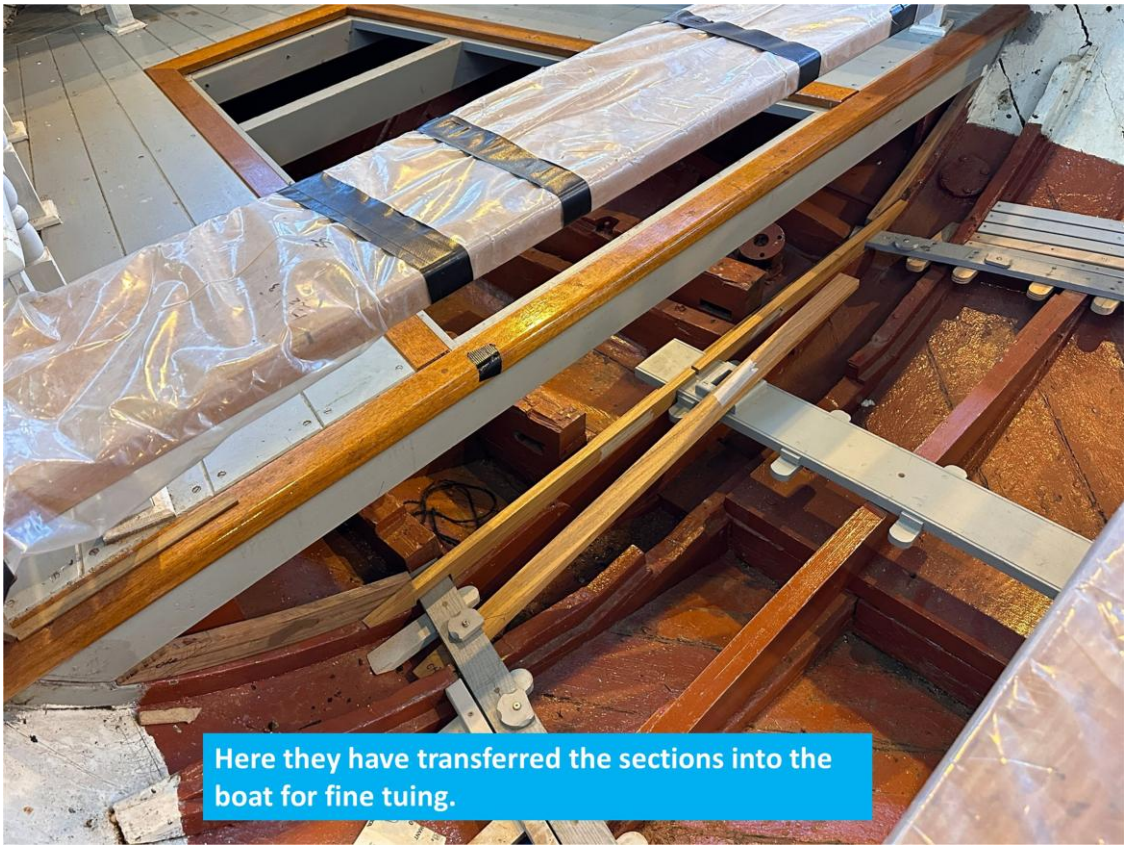
Micky M's dwarf bulkhead showing the frame and the sterling board pattern.



Micky M and his 'gofer'number two[Trish G] setting up the sections of the surround.



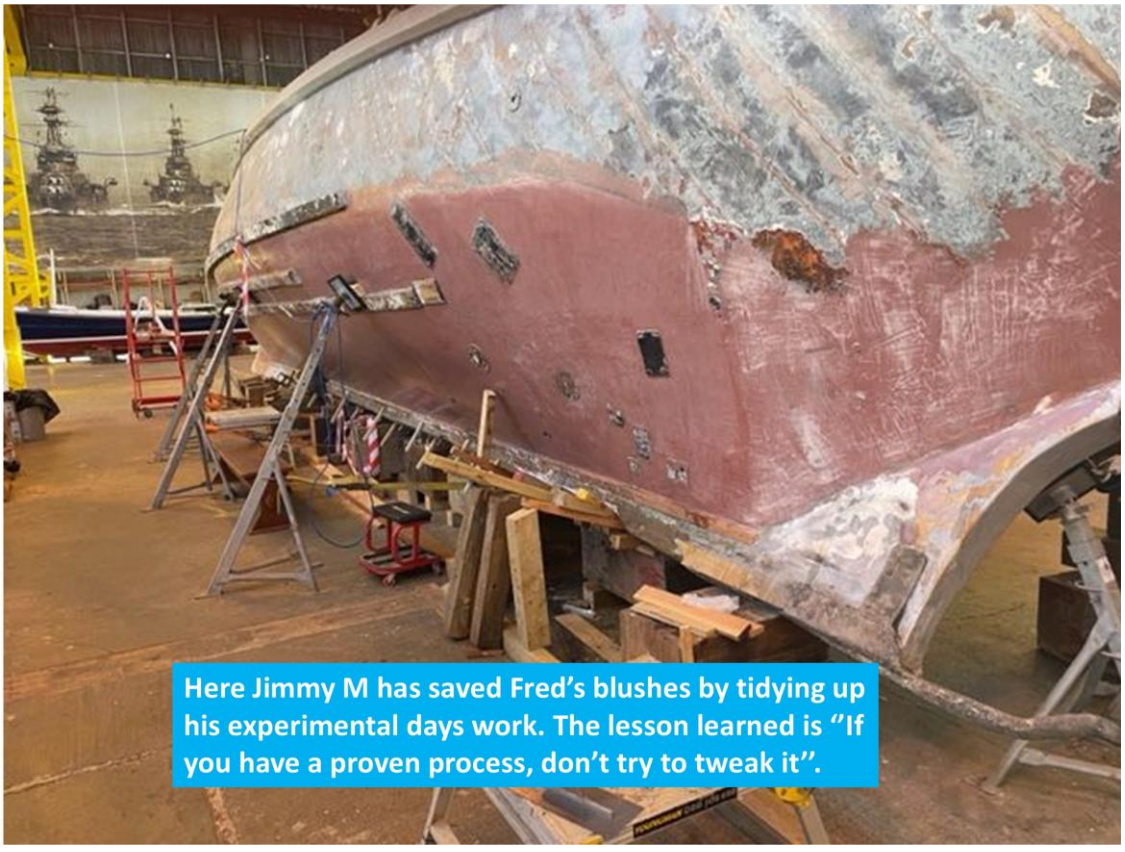
Micky M and Trish G using set squares to align the frame sections over the pattern. They almost look professional.



Here they have transferred the sections into the boat for fine tuing.



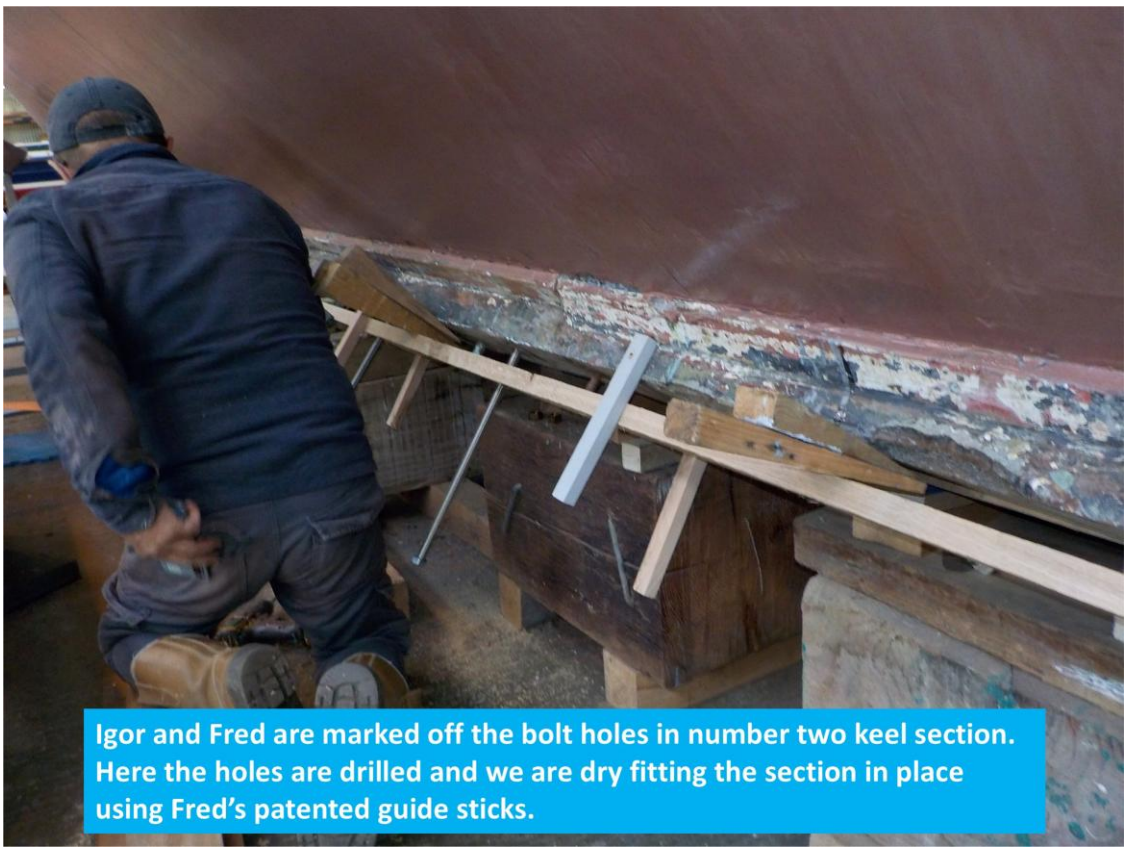
Jimmy M has screeded round the turn of the bilges and into the stem. Above the waterline will probably be done later once Cyclops is upright.



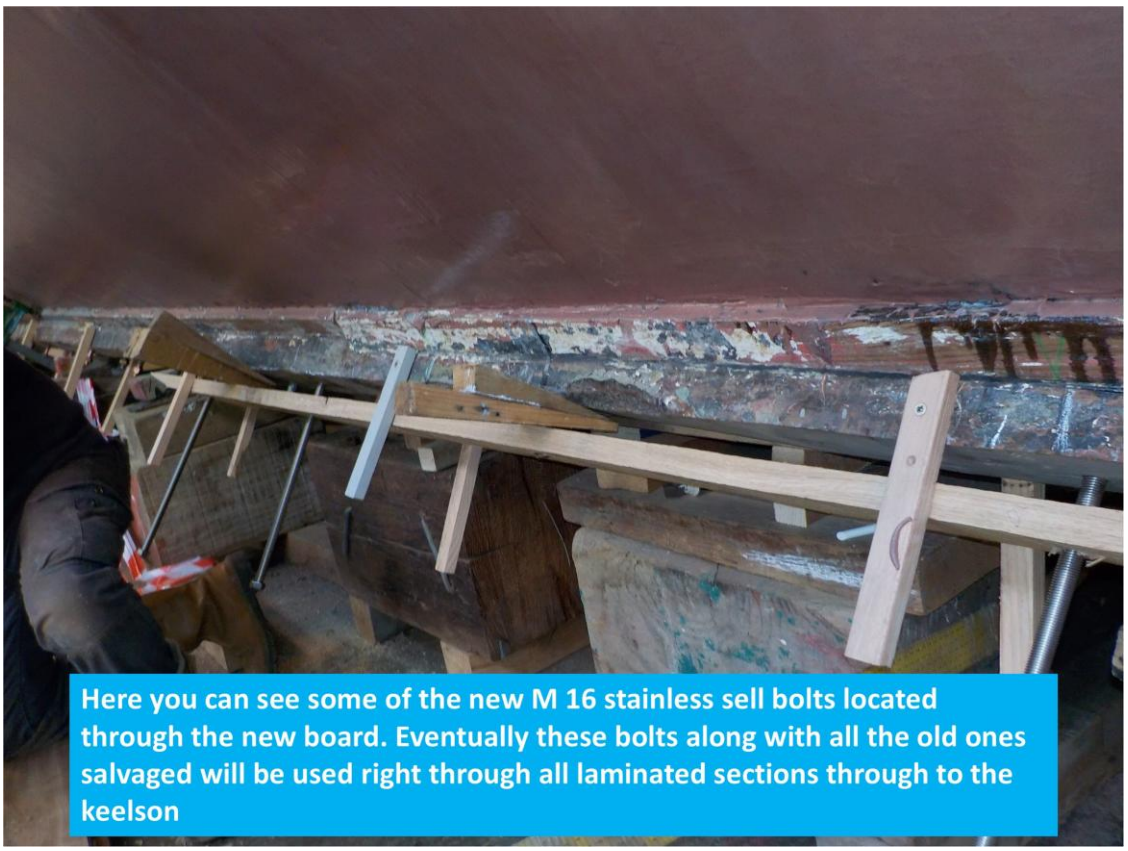
Here Jimmy M has saved Fred's blushes by tidying up his experimental days work. The lesson learned is "If you have a proven process, don't try to tweak it".



Igor's number one keel section glued in place with his specially adapted bolt which had been sawn off accidentally early on.



Igor and Fred are marked off the bolt holes in number two keel section. Here the holes are drilled and we are dry fitting the section in place using Fred's patented guide sticks.



Here you can see some of the new M 16 stainless sell bolts located through the new board. Eventually these bolts along with all the old ones salvaged will be used right through all laminated sections through to the keelson



John P and Keith D's new knees getting shaped before nailing and riveting into lace .