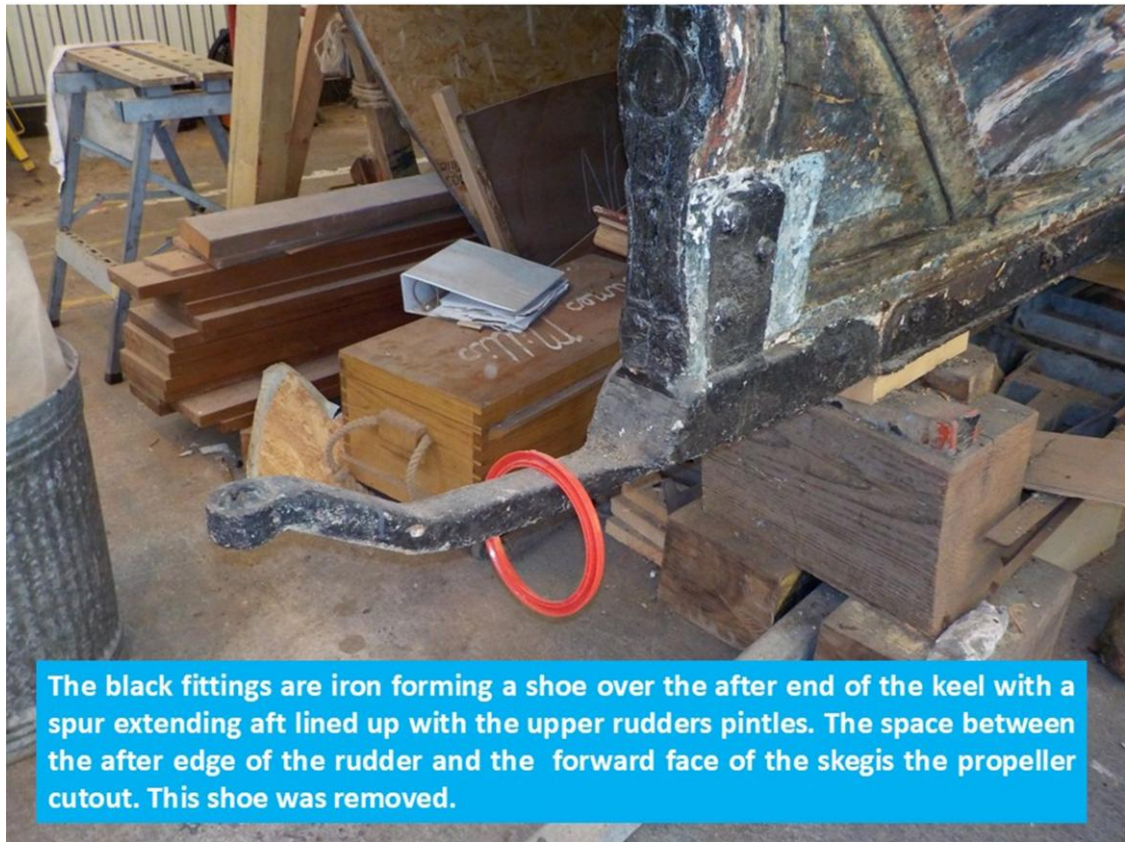


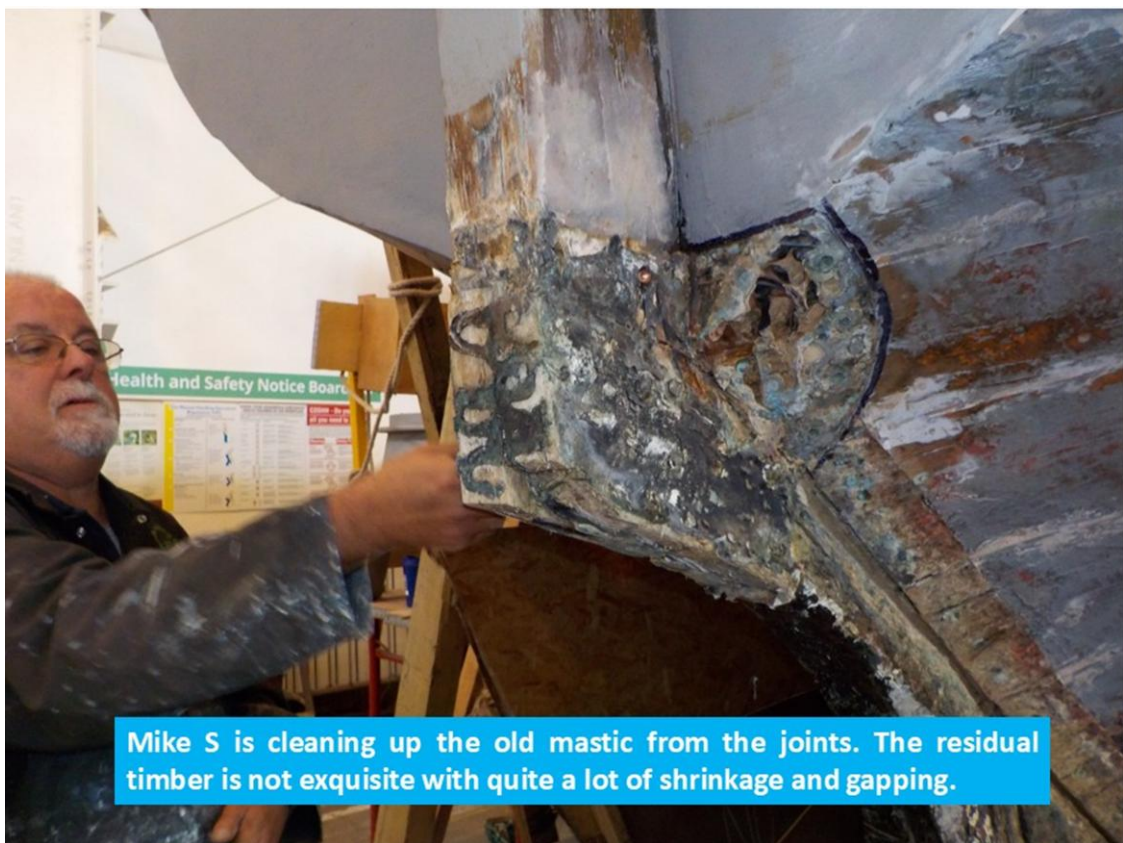
**This project update covers the period
of June 2025**

A summary of the work carried out in the Month of May

As we finished the previous month we started off by tackling the after section of the skag. We had found quite a lot of shrinkage in the timber components making up the skag. As we removed the copper tangles from the seams it became apparent that some repair action was going to be needed. Once all the metal fittings had been removed we could see that what had been thought feasible to carry out surface repairs was a non-starter and that a much more in depth timber replacement was needed. The first stage was to try and remove the timber forming the propeller cut-out from the base of the stern post to the after most section of the keel. It was thought that we would be able to split out the dried-out timber fairly easily, but this proved not to be the case. Although the grain was quite open it was also very tangled and interwoven. Igor and Fred made a start on making the infills for each side of the after-hood ends. The port and starboard infill sections were fitted and fully bedded on mastic and clamped into place ensuring a good level o 'squeeze' witnessed. Fred made up a full-sized cardboard pattern with fingers hot glued in position. John B and Kieron O were back in the bilges drilling the new through keel bolt holes, although this was a problem with the drill bits running out of length they pushed on, this will allow us to fit the closing boards along the center of the keelson. Fred and Igor made some progress in converting the cardboard patterns into solid oak sections. They dry fitted the solid oak insert and managed to drill the through bolt holes. Mickey M finished off a full set of Micro knees for the belay pin racks. Roz finished off the graving piece for the rudder and primed all as well as Fred and Trish giving the whole hull above the waterline a full priming coat. This has shown up the dips and hollows ready for a serious back fill and fair off. We managed to glue and temporarily bolt the oak infill. John P and Keith D glued up the ash grating sections into the mahogany frame for the Gun platform grating.





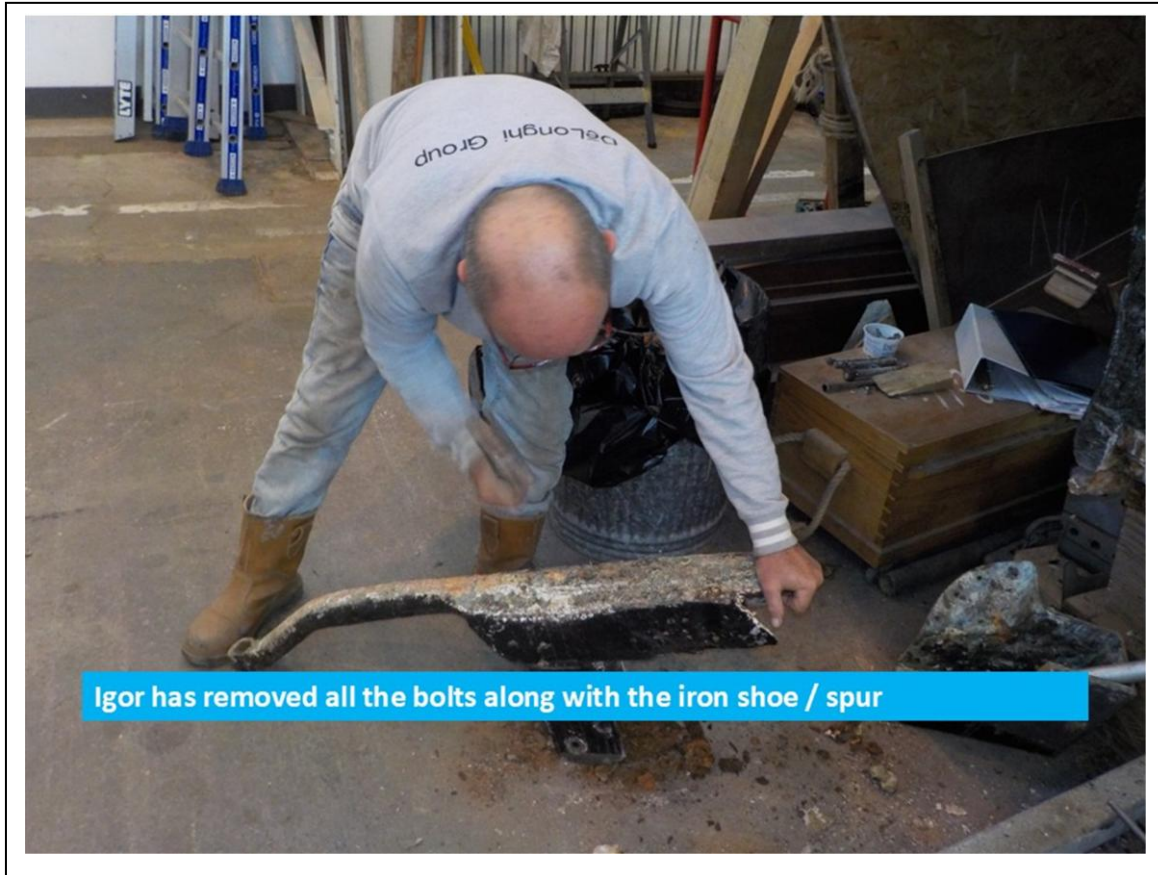




This is the port side view showing the vertical half lapped joint from the stern post.

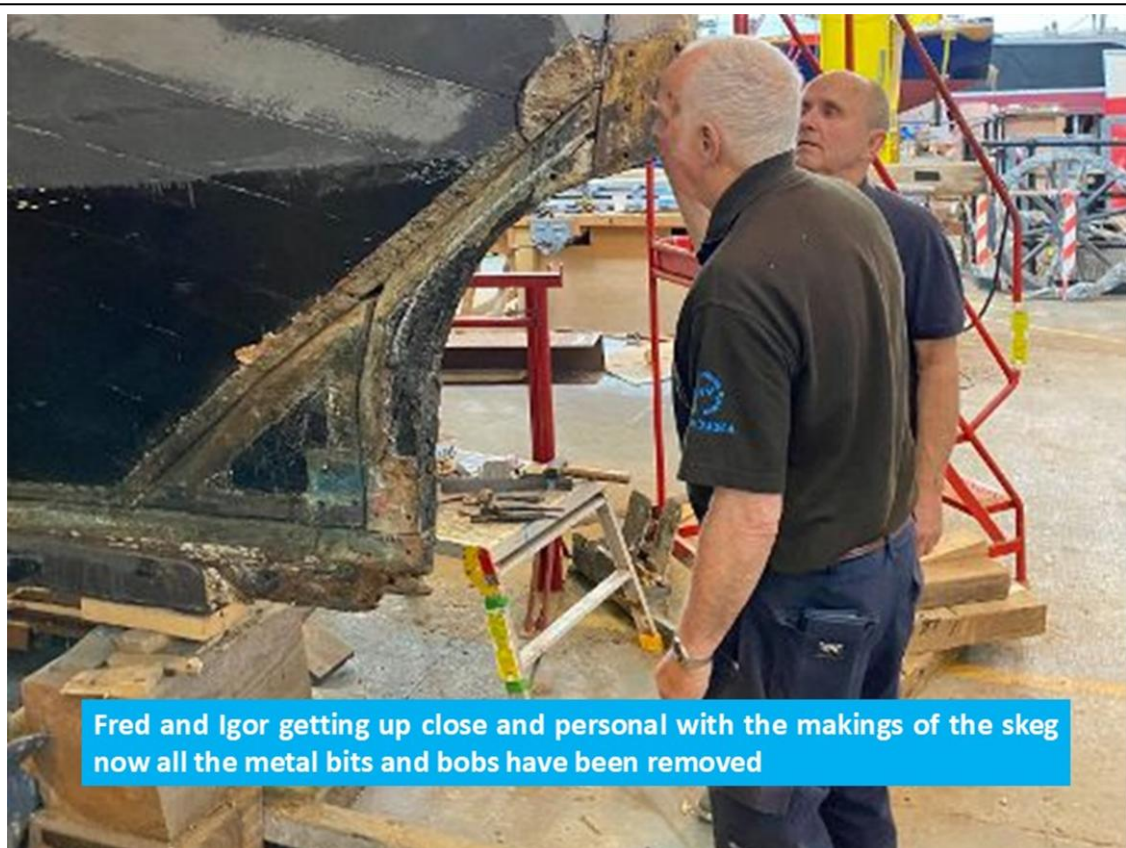


This is the lower end of the skag showing the iron lower rudder fixing with two vertical plates reinforcing the whole of this section.

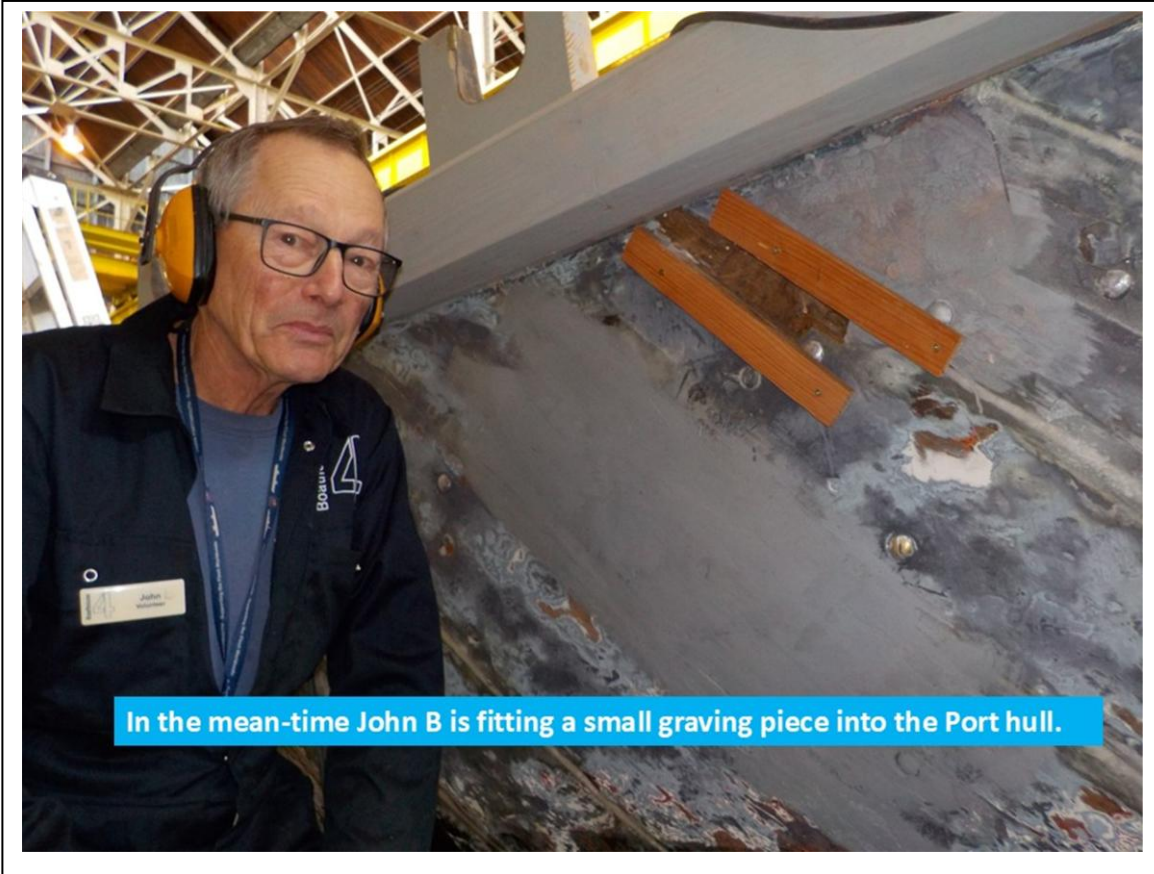


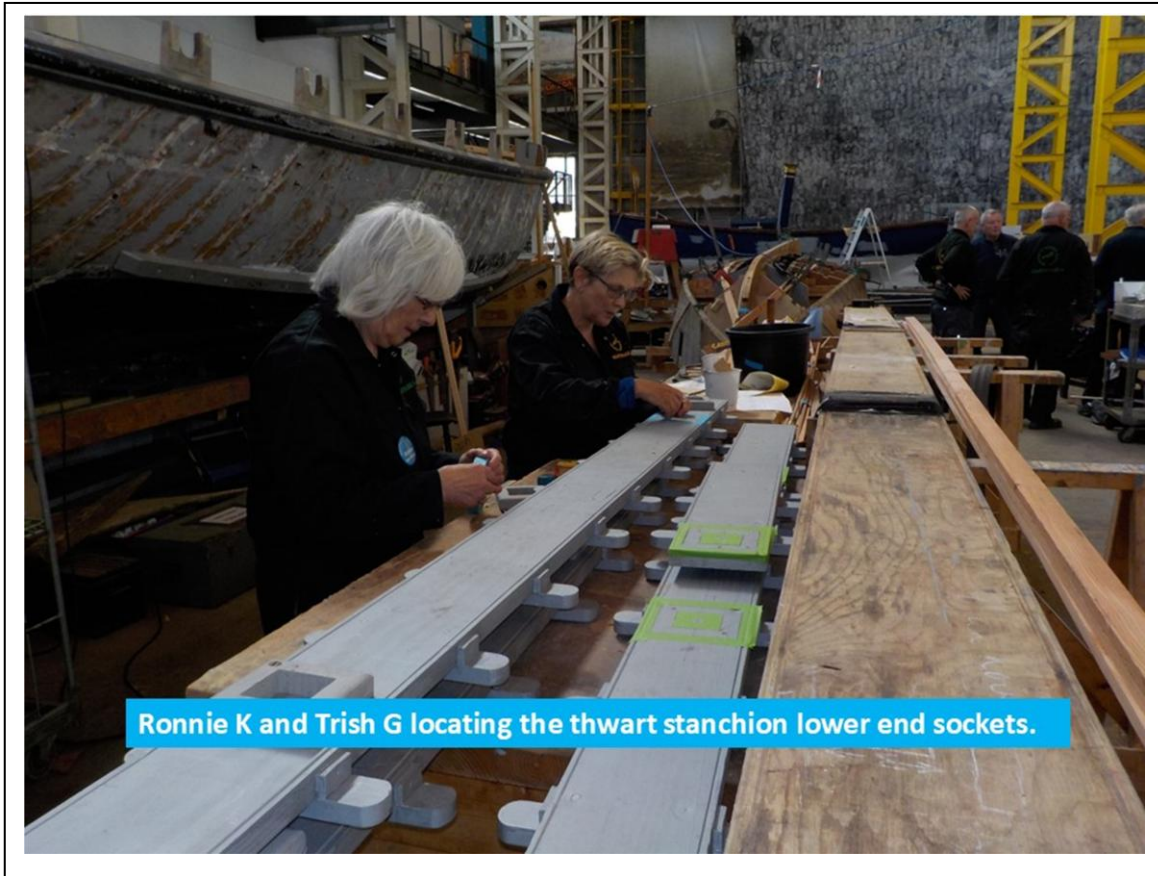


With all the plates removed it is possible to define the joint lines. The after most vertical section is half lapped onto the after section of the keel.

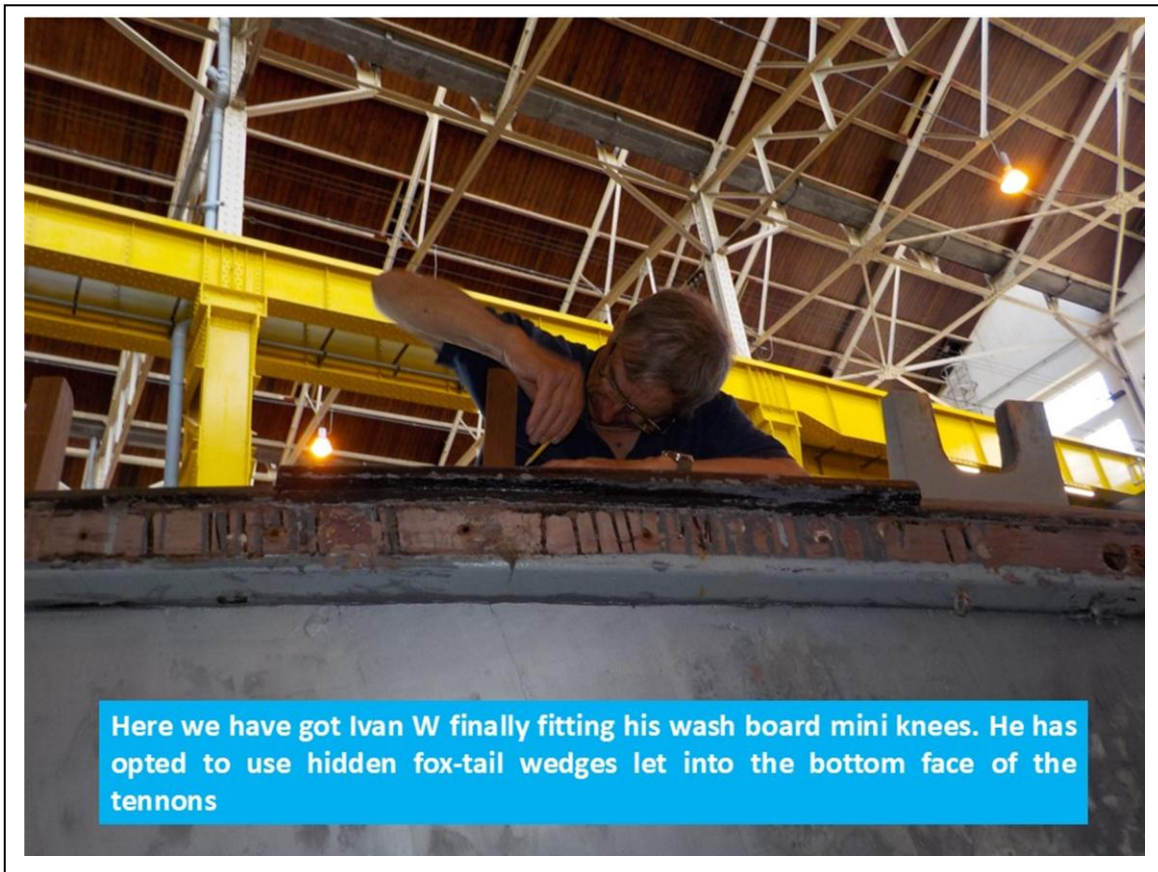


Fred and Igor getting up close and personal with the makings of the skeg now all the metal bits and bobs have been removed





Ronnie K and Trish G locating the thwart stanchion lower end sockets.



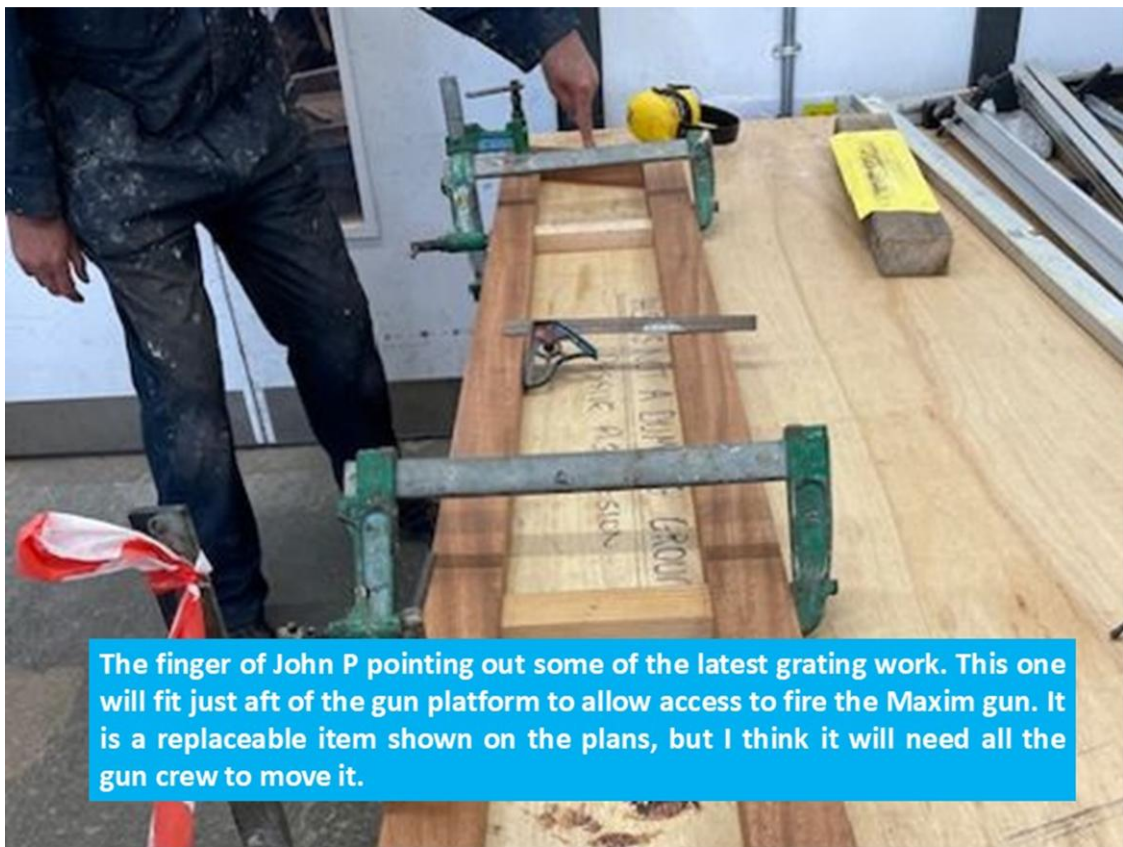
Here we have got Ivan W finally fitting his wash board mini knees. He has opted to use hidden fox-tail wedges let into the bottom face of the tennons



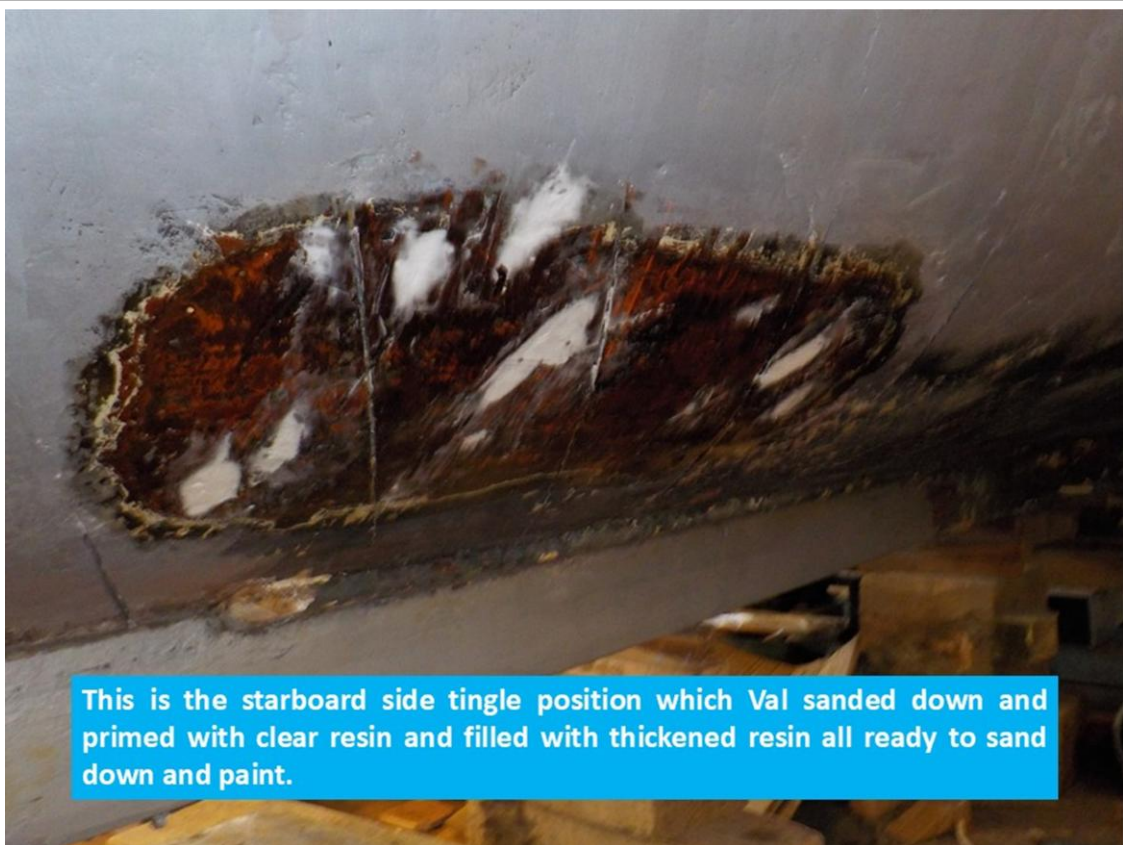
With all the plates removed it is possible to define the joint lines. The after most vertical section is half lapped onto the after section of the keel.



Peter F and Mike S defying gravity as they try to locate the starboard quarter badge.



The finger of John P pointing out some of the latest grating work. This one will fit just aft of the gun platform to allow access to fire the Maxim gun. It is a replaceable item shown on the plans, but I think it will need all the gun crew to move it.

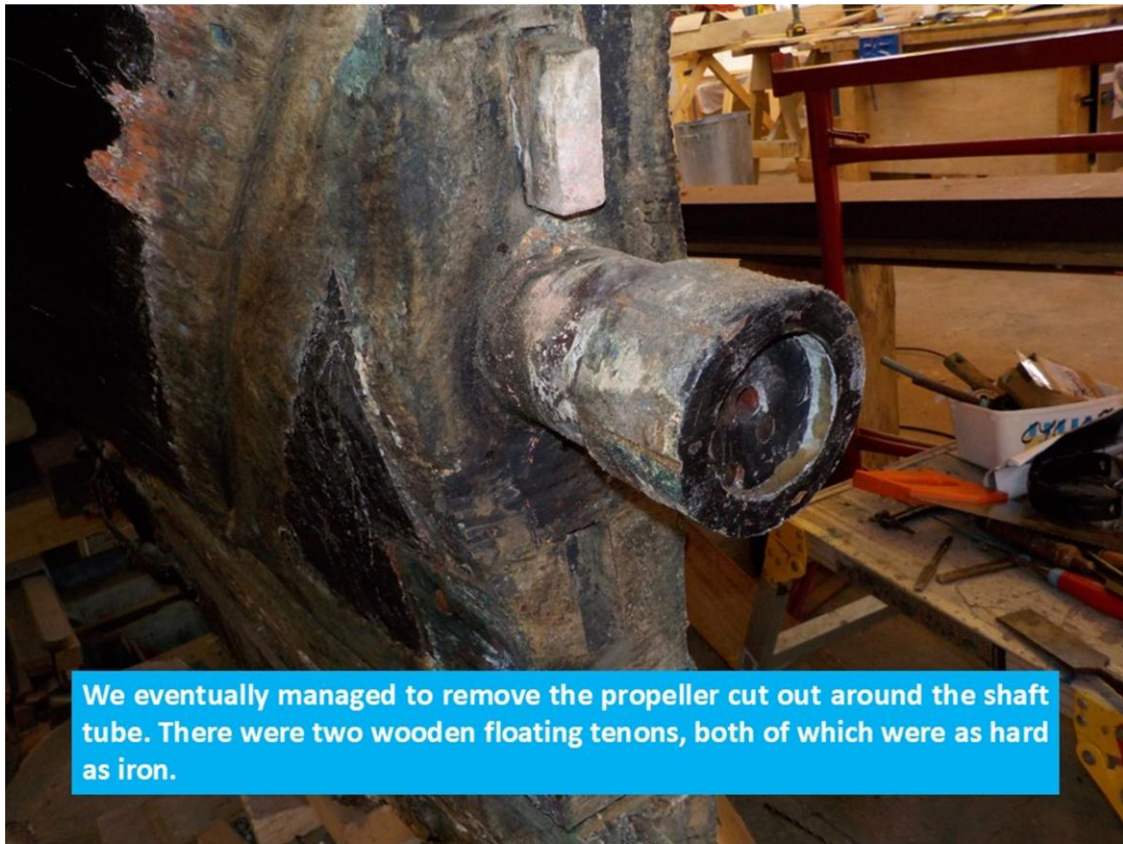


This is the starboard side tingle position which Val sanded down and primed with clear resin and filled with thickened resin all ready to sand down and paint.

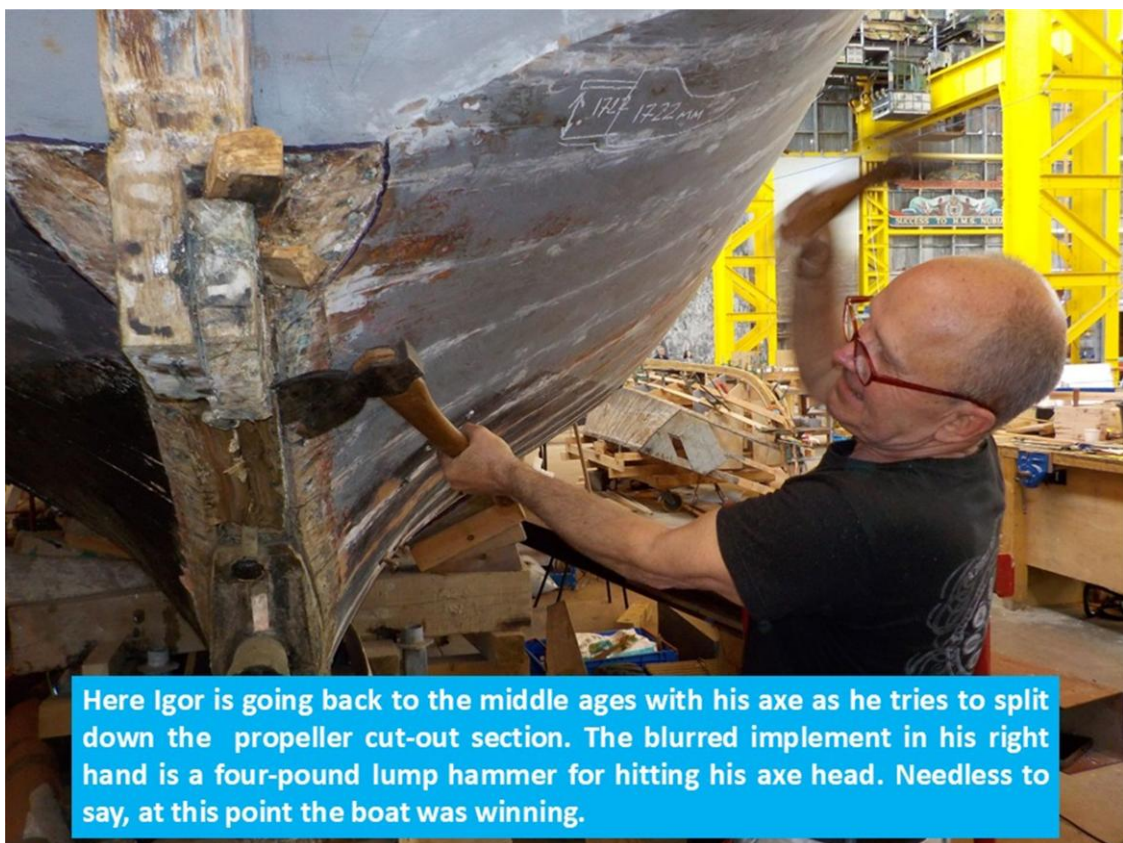


Cyclops restoration programme June 2025

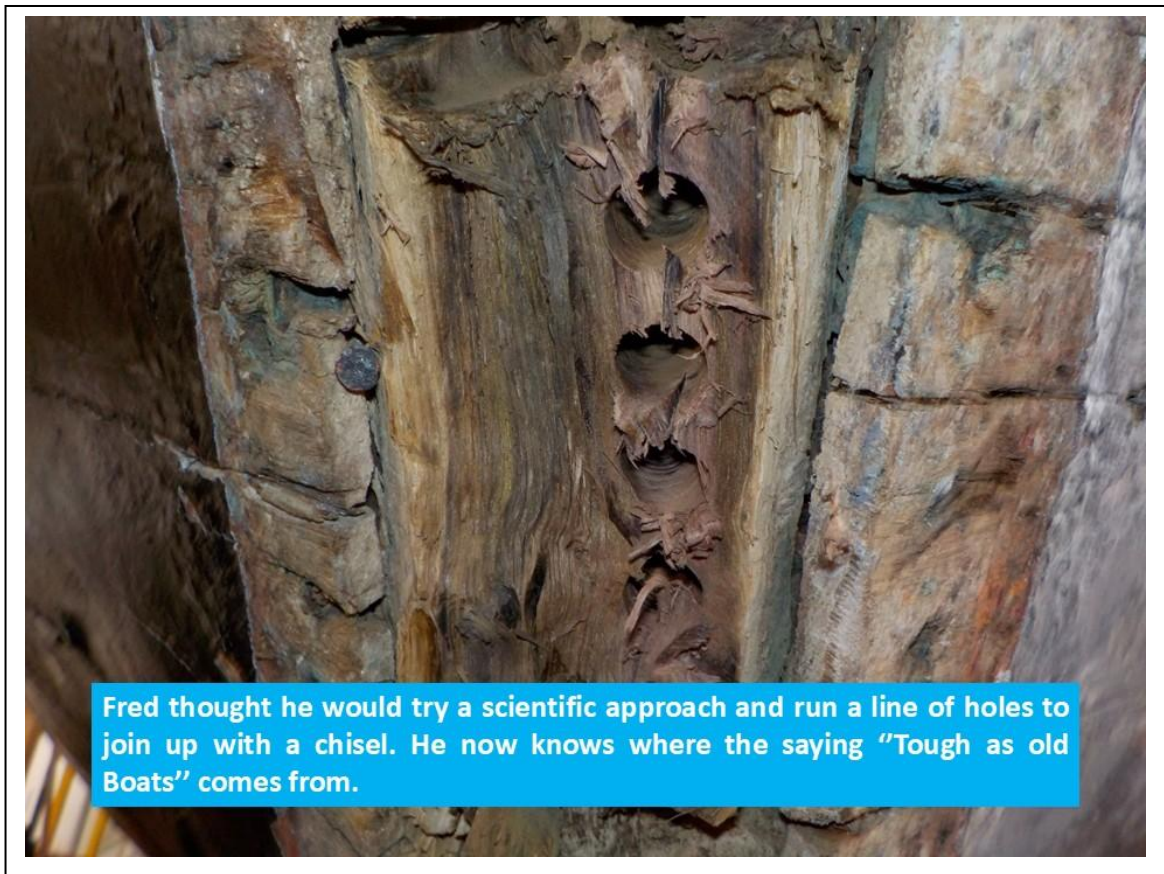


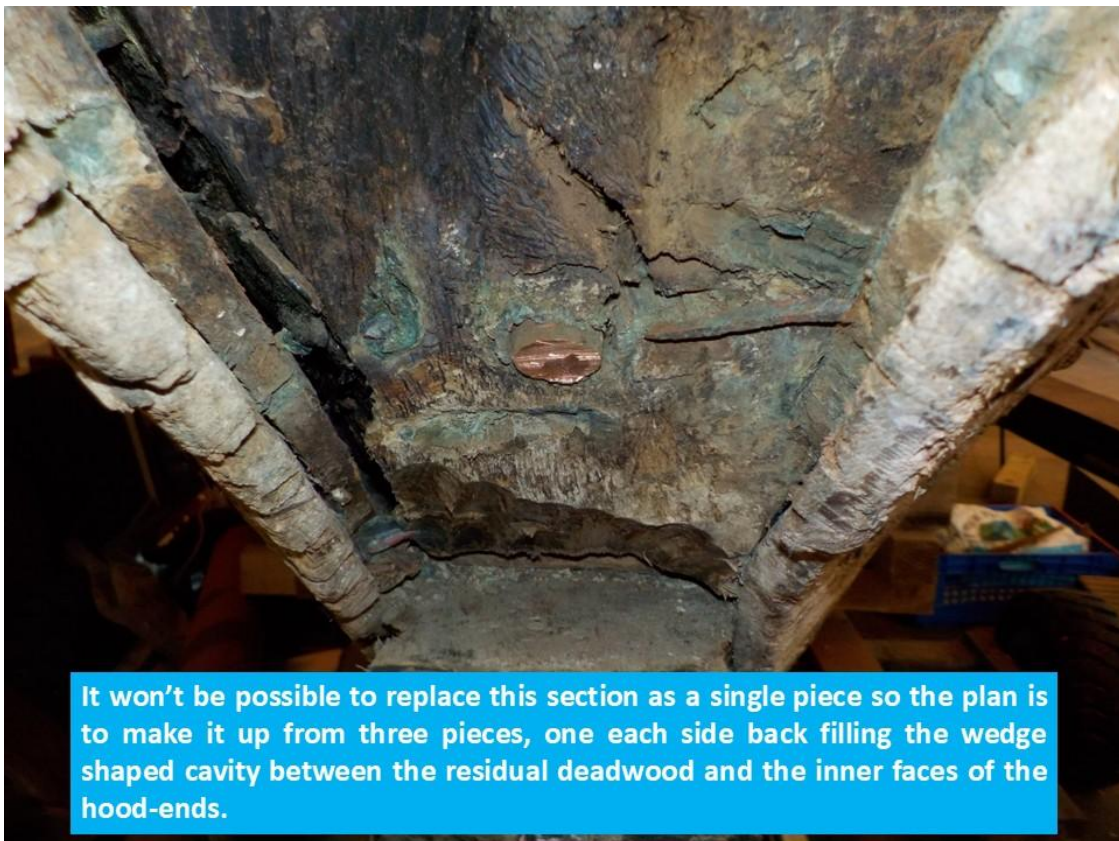
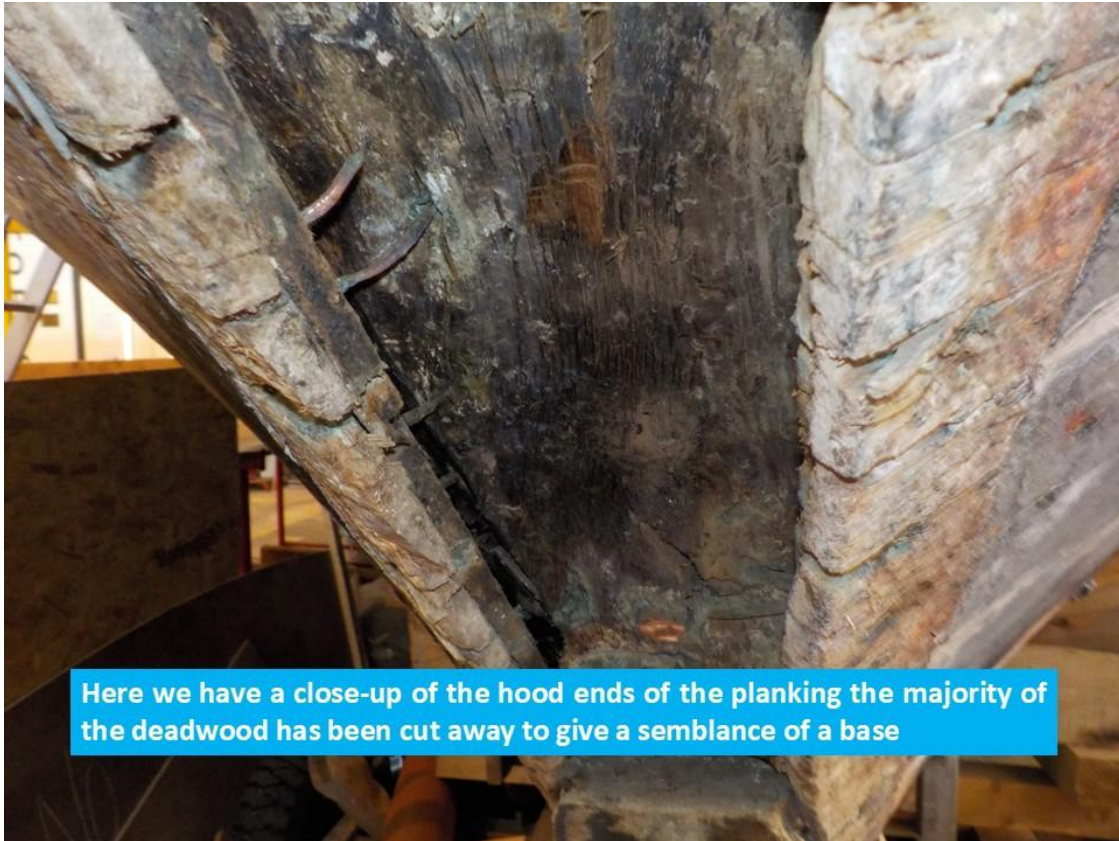


We eventually managed to remove the propeller cut out around the shaft tube. There were two wooden floating tenons, both of which were as hard as iron.

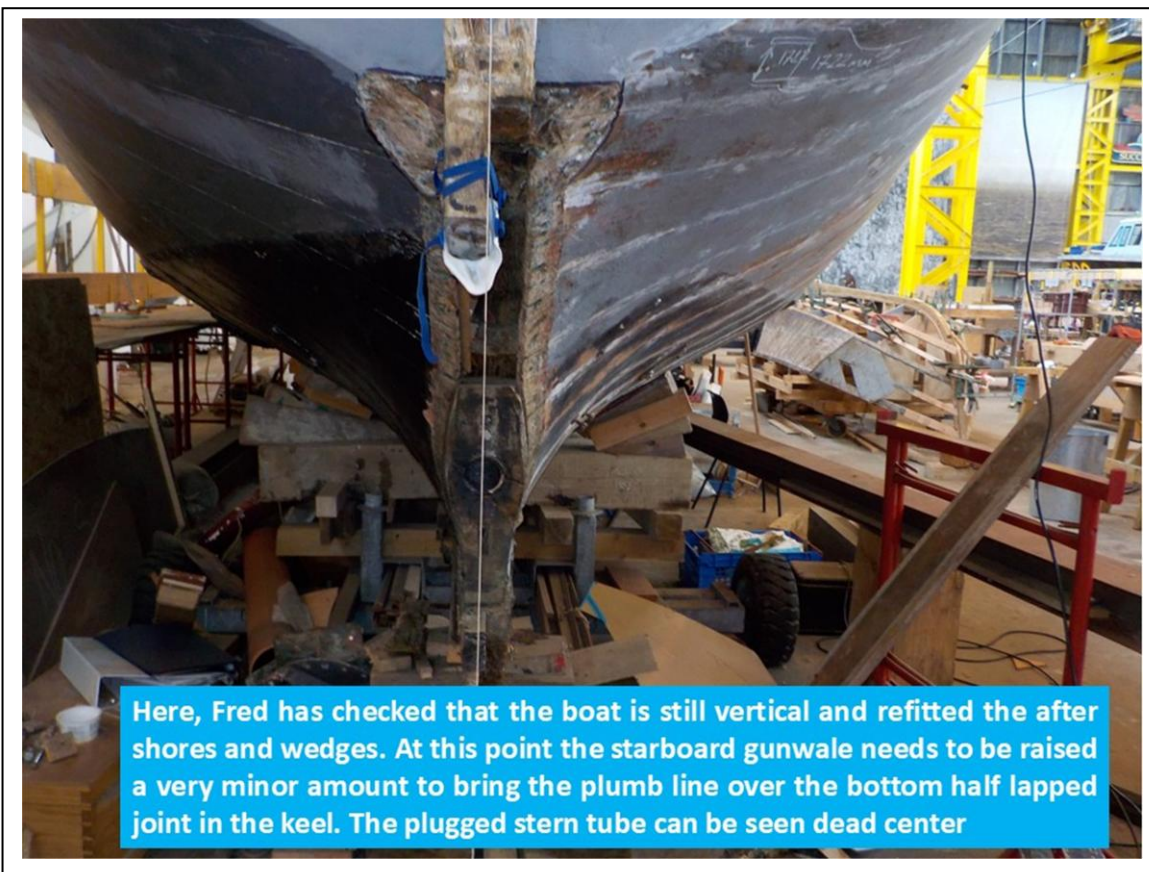


Here Igor is going back to the middle ages with his axe as he tries to split down the propeller cut-out section. The blurred implement in his right hand is a four-pound lump hammer for hitting his axe head. Needless to say, at this point the boat was winning.

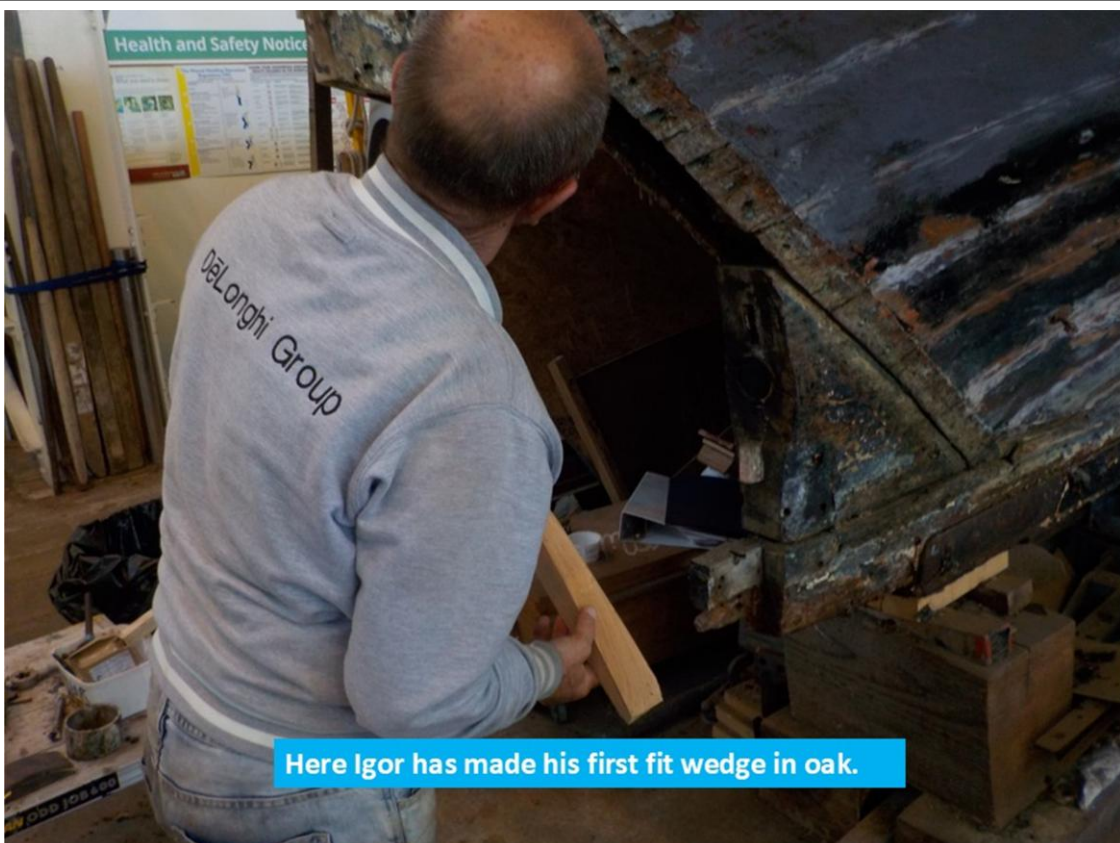


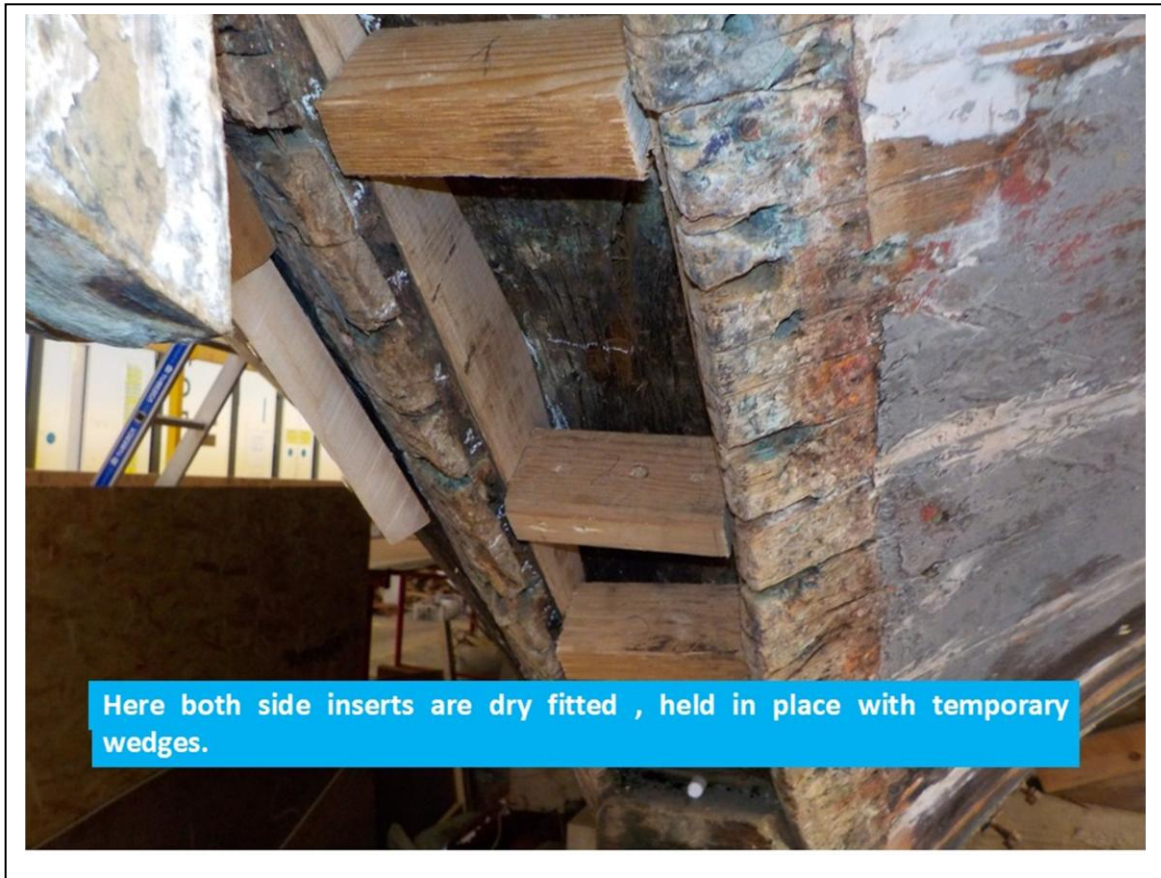






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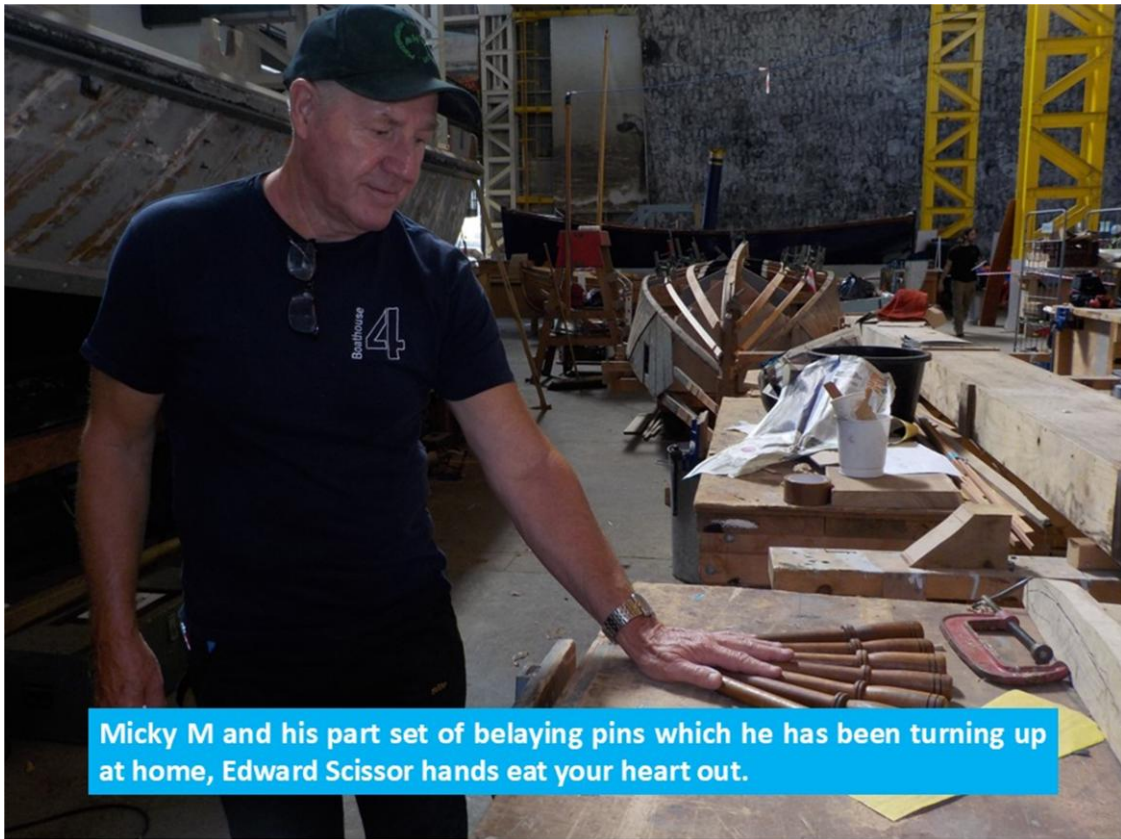




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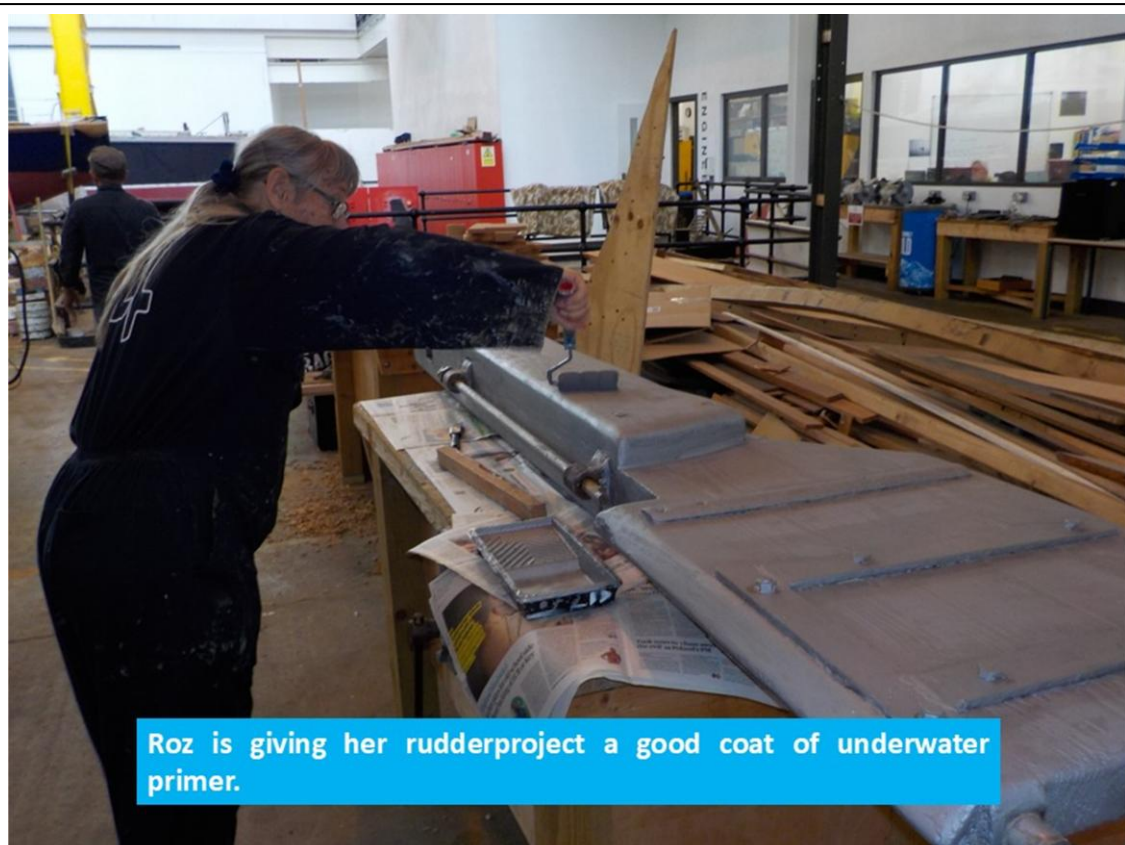
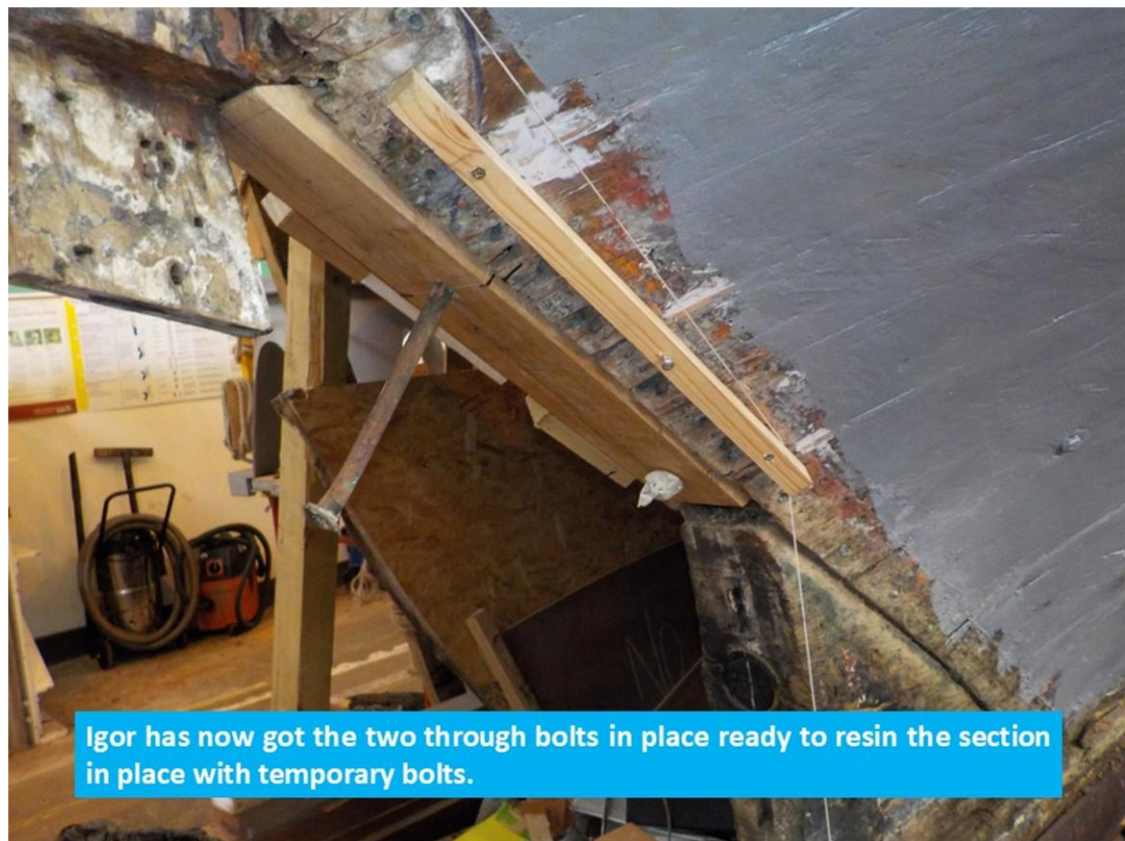


Micky M and his part set of belaying pins which he has been turning up at home, Edward Scissor hands eat your heart out.

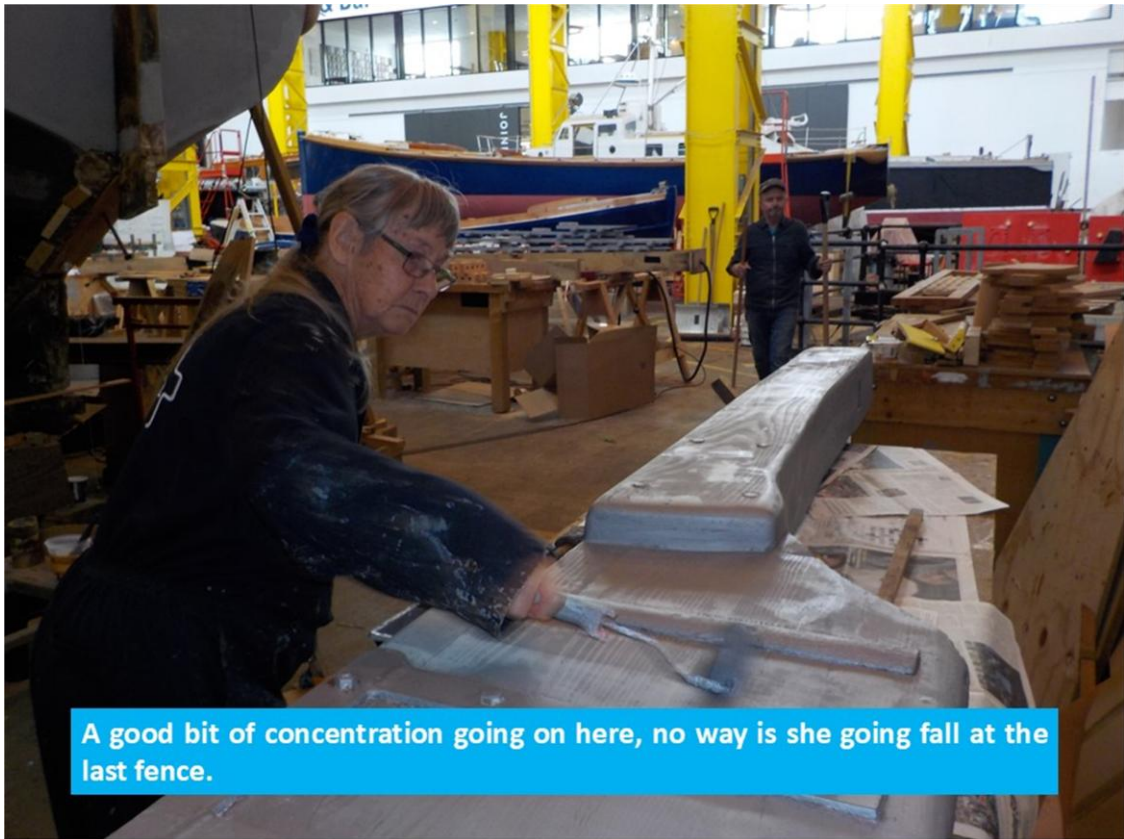


John B under the boat trying to hear where Keiron's drill bit has stopped





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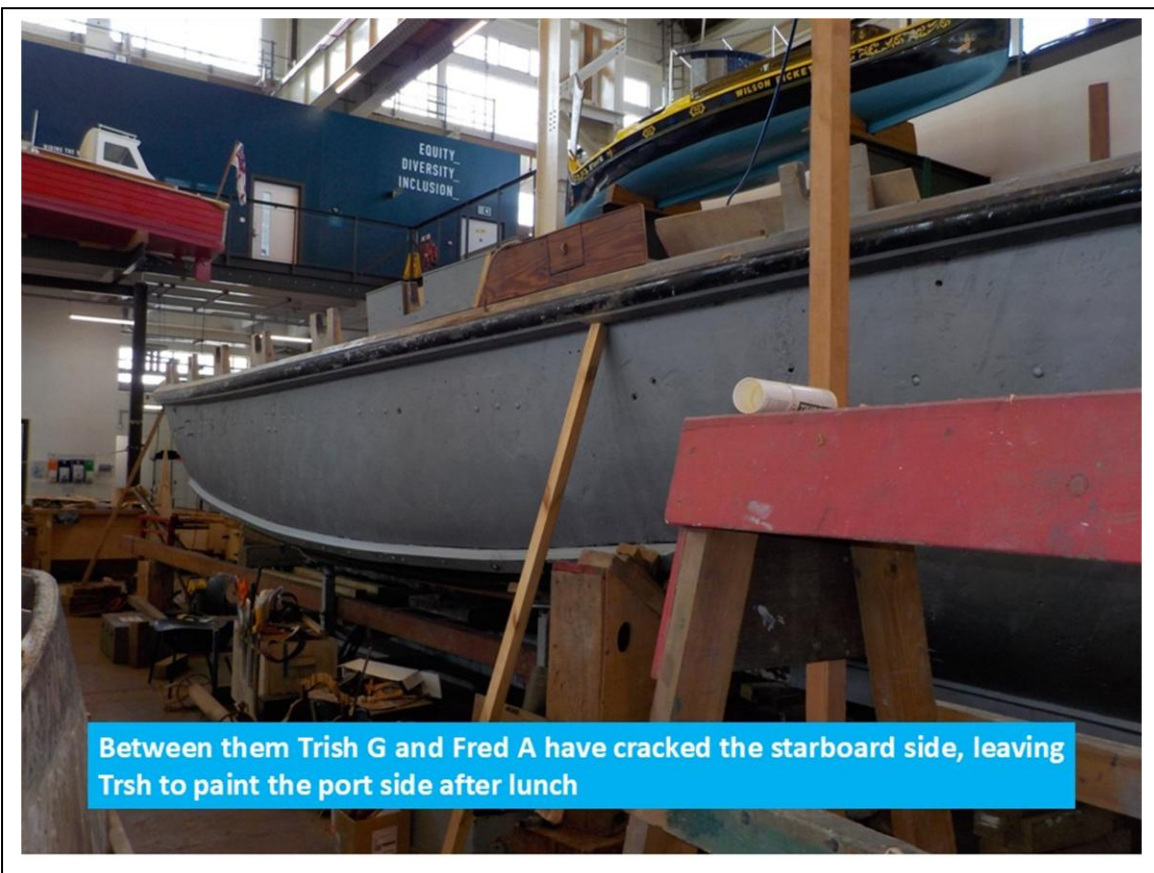


A good bit of concentration going on here, no way is she going fall at the last fence.



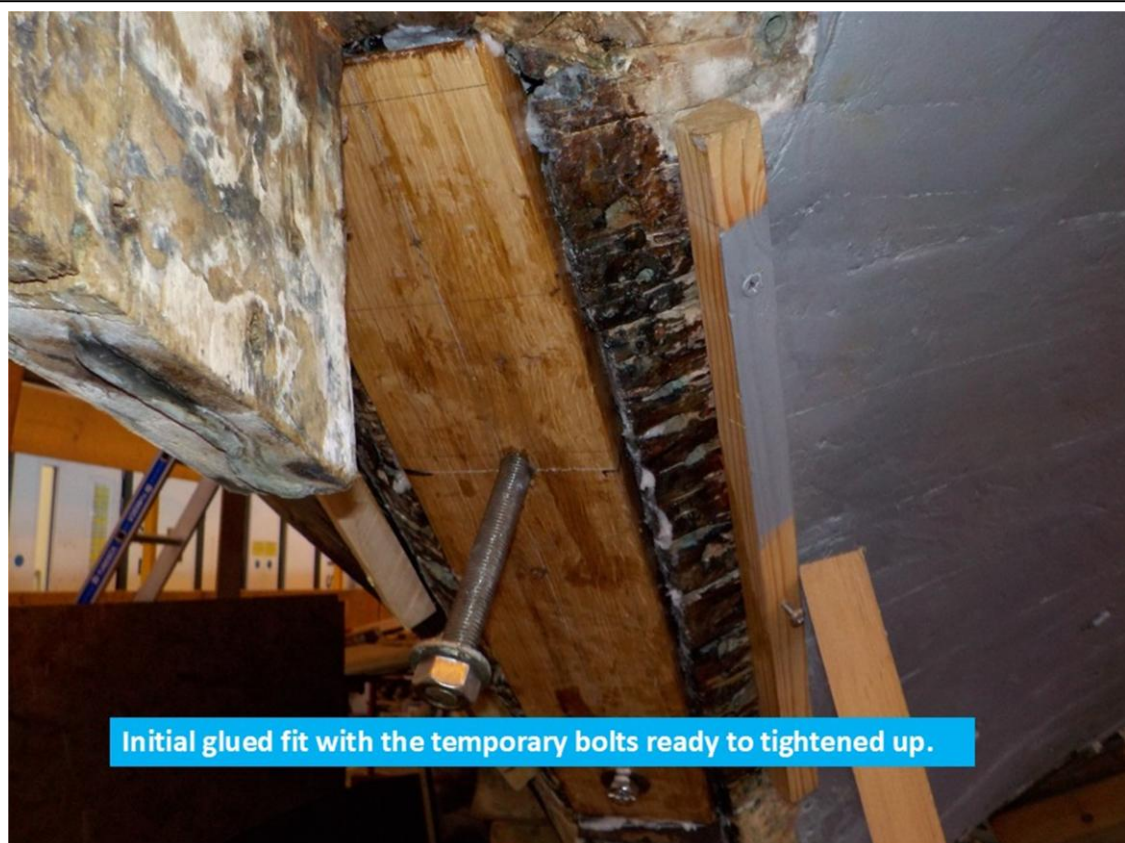
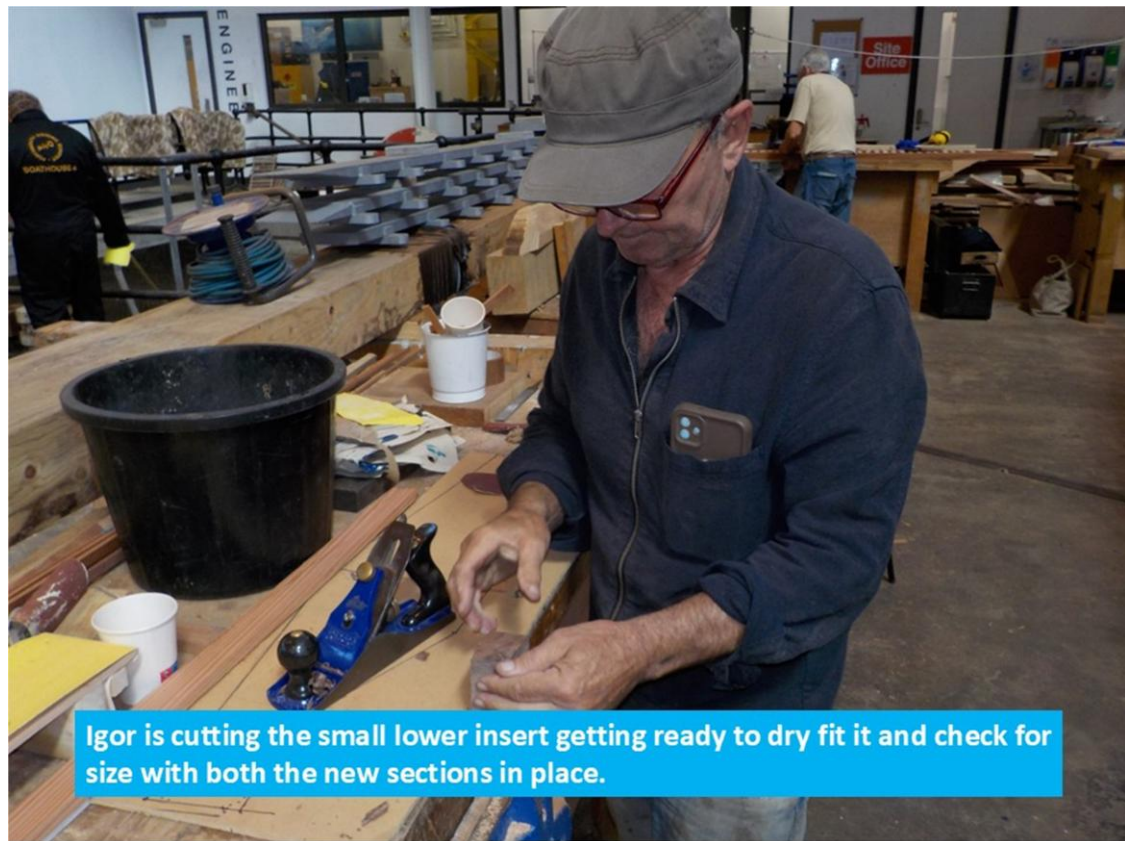
Here are Mickey M's micro knees all lined up and ready o fit.

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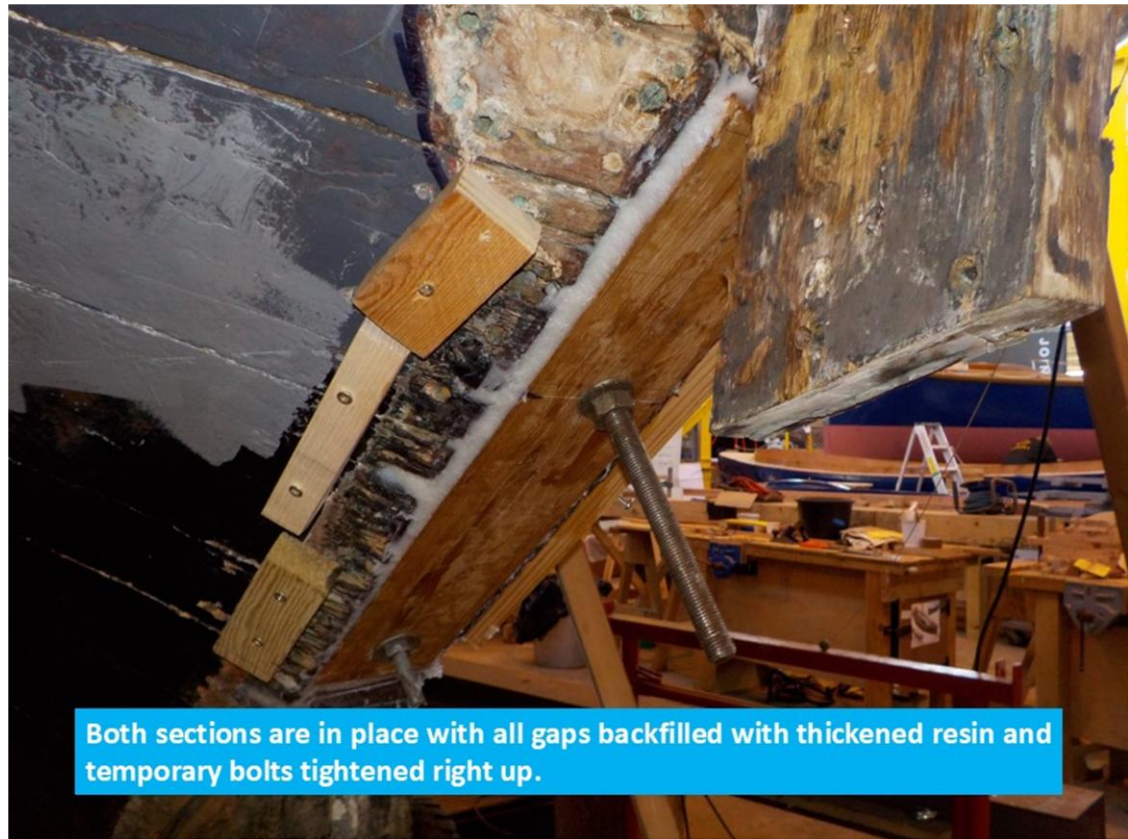




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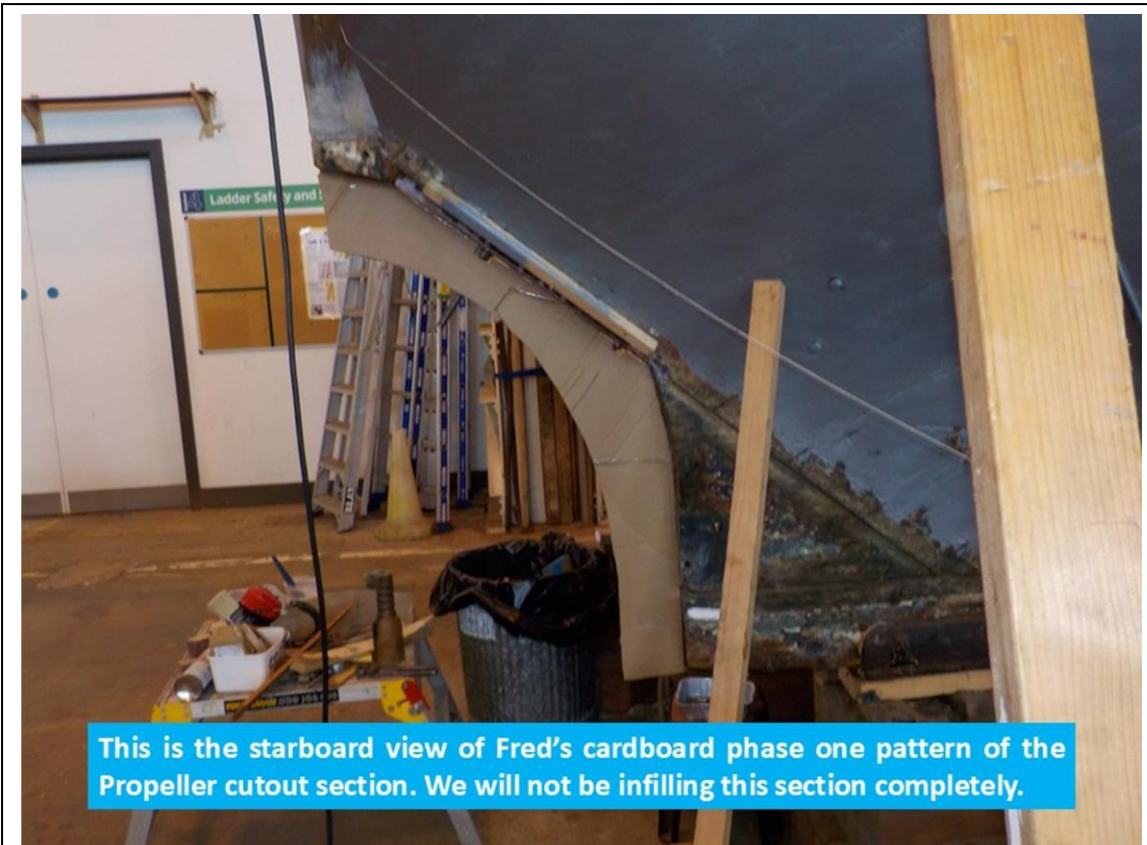


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John P is putting in the last of the ash inserts before fitting the long through half lapped strips.



This is the starboard view of Fred's cardboard phase one pattern of the Propeller cutout section. We will not be infilling this section completely.