

Monthly New's Letter

Boathouse 4 Volunteers

May 2022



The year is moving apace with only a few weeks left before we see the longest day followed by shortening days. Work on all fronts has also moved on well

Portsmouth Naval Base Property Trust



HLD D49 maintenance Jeremy and Linden have carried on with the weatherproofing of D49's decks. Hopefully the weather can hold off a bit longer.

VIC 56 – Paul and Beth have been busy again in the Following the steaming which we did in the month our two intrepid volles spent a full day cleaning out 24 bags full of cinders and ash. The mucky pair. Having cleaned away the mess the boat was all spick and span, in fact it was soo clean and tidy it seemed to be a suitable host to a swarm of homeless bees that promptly chose the heads to settle in.



Above left and right are the offending bees flying around the air vent to the heads along with the laid back bee keeper sent to collect all 24000 of them.



The bees obviously were used to dealing with this guy as they made no attempt to attack him as he scooped up great handfulls of the little beasts and loaded them into his wicker basket before carrying them off to find some new owners.

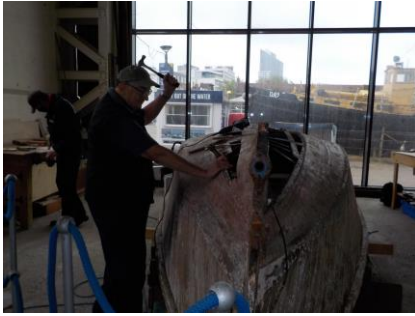
Above right is a dark shot into the hobs of hell catching Diggory stoking the fire for the steam up ready for the boiler testing and subsequent open days.



Over left Paul is getting to grips with an overlong boom on the derrick as he cuts off the offending 12 inches. Over right Paul is with one of our new starters in the wheelhouse.



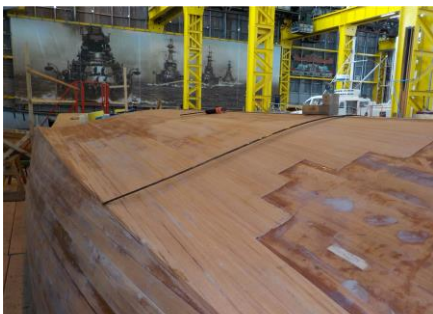
WW2 Dory Restoration. The team have continued clearing away the damaged bottom boards to 'soften' the boat relieve the



pressure on the keel in readiness for straightening. Above left is a photo of Steve looking as though he has come to the conclusion that the only way to get these planks off is brute force and ignorance as he wields his hammer from a great height. Above right you can see a more gentle approach as perhaps Pauline wields her chisel to slice off the surplus wooden plugs from the stopped holes left from overdrilling of the planking to remove the damaged screw heads. In the middle photo above centre it becomes obvious that whatever Steve's approach is, he is achieving a degree of success with both garboard strakes taken away. Over right you can see Steve's technical advisor Ollie and Pete, one of the Ex IBTC students now working as a volunteer, discussing the Dory and how they can assist Steve during his pending sick leave. Let me take this opportunity to wish him luck over the coming weeks.



CMB4 Replica build – During this last month all the teams made significant progress in so far as both layers of planking have been put on the step, feathered out and faired in using a light weight thickened epoxy resin. Below left the first layer



has been glued and polymer nailed and has also been feathered down to 1mm edge. Above middle the Port side has been planked while above right Steve B and Harry B are making up a matched pair of garboard strakes for the second layer on both sides. Below left Ian B has got the orbital sander going sanding down the fairing compound whilst below middle Ian P is cleaning up the centre line rebate to take the first of the second layer planking. Whilst the step has been progressing we had a little bit of reinforcing work carried out by one of the IBTC Student classes under the direction of Matt the instructor. The background into this activity lies with the Marine sub-contractor when they carried out an assessment of



the engine bearers in anticipation of fitting the engine. They thought that the original bearer knees may have been too flexible. Our original laminated knees were removed and the students manufactured some beefier sets. These can be seen above right and left below.



Above middle Steve B is preparing the rebate for the first plank of the second layer whilst above right he is removing the surplus timber from the after edge of the starboard side. Below left the team are fitting the last planks to the Port side, with Mike F in the middle photo in the process of putting in the last of the polymer nails. Then just when we thought we had cracked it David carried out one final set of measurements and had to move the edges of the step by a smidgeon. Hence the bits of graving pieces glued on as in photo above right.

Below left Tim D is fitting what could be the very last bit of timber to the boat before she is turned over. Above middle Ian P is cleaning up the step edge from all the graving pieces fitted to optimise the shape. Below right the Starboard side has a nice sharp cutting edge.



Below middle Ian B, Tim D and Steve B are taking some lines off the body mould plans so that they can make a set of patterns for for a cradle for the boat when she is turned over for decking out. Below right David and the team ar transferring the shape onto some pattern material.

On the next page top left Tim is dry fitting one half of the pattern that will make up the after chair. Middle top next page they are trying the pattern for the forward chair and top right is a shot of the starboard side of the step looking forward. At this stage



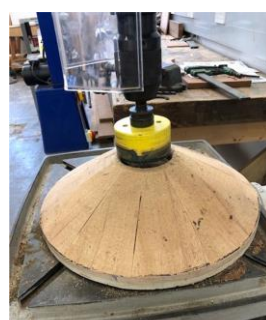
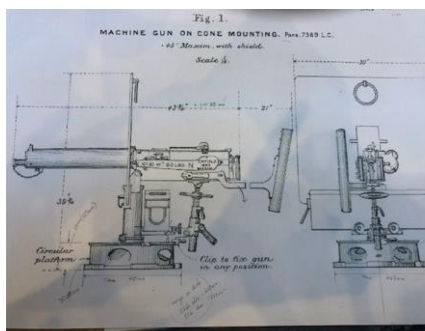


it is just about complete and faired, but a bit more fettling is due to take place with some filling compound and a very faithful orbital sander.

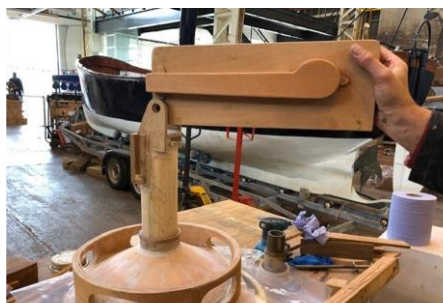
Armed Steam Cutter ASC 26 – Ollie and his team have made some big steps forward this month. The hull has been completely faired off and prepped ready for her priming coat. The internal fitting out has continued and very soon the team



will be looking to get their hands on the steam engine and boiler. In the meantime our resident 'gunsmiths' have continued their work on the Maxim gun. In the photos below their progress can be seen. Below left are the plans that these two are working from to create the replica. Next photo middle shows the internal base unit being drilled to take the main gun



stanchion. Next photo below right it has been dry fitted. Below left shows the internal base and the primary base ring together followed by the 'Hand of John' placing the gun box to check the swivel assembly. Below right shows what a bit of innovation can do,



proving the saying 'Needs must when the devil drives' Here we have not got a modern work of art but a unique bespoke glue compression clamps. The box on top is the ammunition box which will go in place on the



completed gun, as per photo over left Just over left John is fettling a locking mechanism to hold the gun base in place on the deck ring.

Seaplane Tender ST 1502 – She is now operational and ready for the season and upcoming events for our Open Pontoon sessions



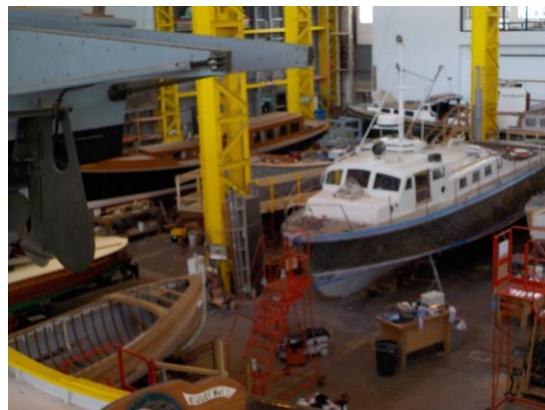
LCA F8 – She is fully operational taking visitors around the harbour and earning her keep with her more permanent crewing contingent



Over right she is doing exactly what she was designed for and looking very much the part.



Range Safety Launch RSL 1668 – The IBTC Students have progressed well with her, She has been stripped back filled and faired along with a priming coat and a sharp new waterline.



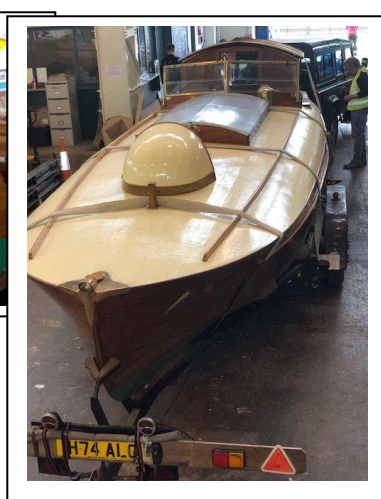
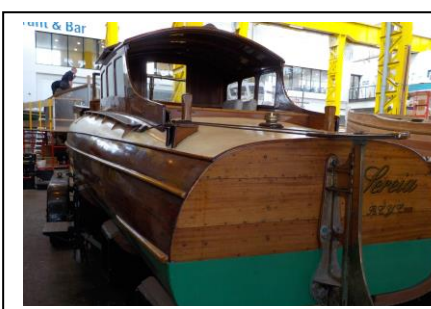
Steam Cutter SC438 Mischief - is afloat and operational.

Sereia "Gentleman's High Speed Racing Boat - A temporary new exhibit has joined us in the month courtesy of her owner, Those of you who've been in the boathouse recently will not have failed to notice the

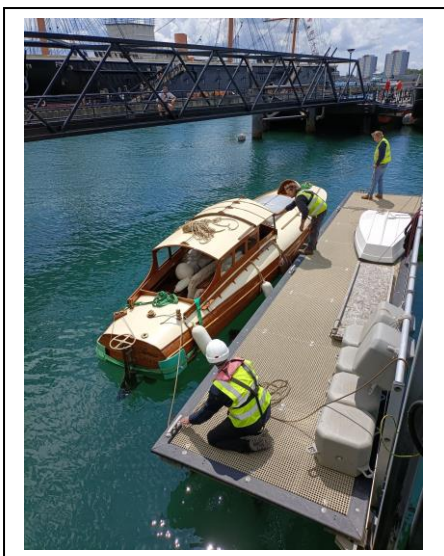
fantastic lines of Sereia. She's a 1928 Thornycroft "Gentleman's High Speed Racing Boat," born as a direct descendant of the CMB, and is fully restored, including her original 7-liter 6-cylinder engine. Most important of all, is that she's still operational! It's hard to believe, but when new she cost only £1,781.00....

We're very lucky to have her here. She's the only one of the original six which is operational; the King of Thailand owns the only other remaining boat but it's a static exhibit. Sereia's owner is very keen to get the boat out on the water and put her through her paces. So we shall launch her next Wednesday June 1st, tune her up a bit, and with all being well, we will invite members of the public down to visit her on the pontoons over the four days of the platinum jubilee holiday. Weather and conditions permitting (as always), we will run her out on the Solent for about an hour on Thursday, Friday and Saturday, and possibly on Sunday. Sunday is less certain as our pontoons are already open and there will be some D-Day commemorations going on.

Depending on demand we may also run HSL 102 out to pace Sereia on the Friday and Saturday and again, possibly on Sunday. This will provide a unique photo opportunity. She was put into the dock on the and after a



couple of days setting up and getting the engine to run she had her first run at speed. She is vvery clearly a derivative of the CMB. A spectacular boat for her age and vintage. Watch this space for future updates.



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: - boatbitsus@ntlworld.com. Fred is the name