

## Monthly News Letter

### Boathouse 4 Volunteers

**April 2018**



**April has been quite a good month overall with some good progress being made on two of our longer term projects, namely Cyclops and the Gig**

**Portsmouth Naval Base  
Property Trust**



**The Green Parrot** – She is virtually on hold at present awaiting the next intake of students to reach the stage in their course whereby they can be fitting double planking.

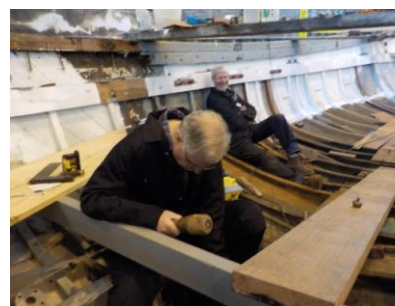
#### **HSL 102** –

She is now back home following her mid winter refit and ever is looking stunning



**Motor Whaler Danae** – During a spell of bad weather in the month she took a small amount of damage to her rubbing strake so she will need to come ashore in the near future to get it repaired. Apart from that our illustrious gang of Clankies/leekies are keeping her together.

#### **Cyclops Restoration Programme** –



The fitting progressed well in the month with the new timbers now firmly and permanently fitted. The following

photos show some of the antics we went through to

get there. Above left John S is chiselling out a sticky out bit that is stopping the new timber from sitting

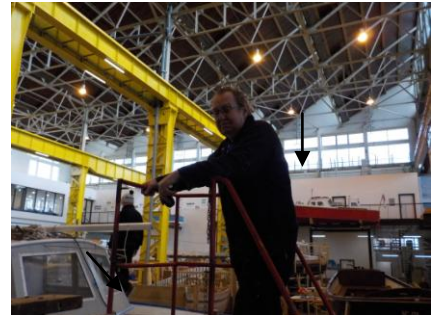
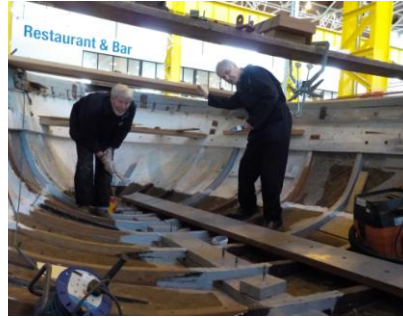


down, whilst in the background David S is taking a short break, or if you consider his height at well over six feet probably a long lie down. Below left two Johns and David are getting ready for the 'last' dry fit. (Who were they kidding?) Over right all the dry fitting in the world

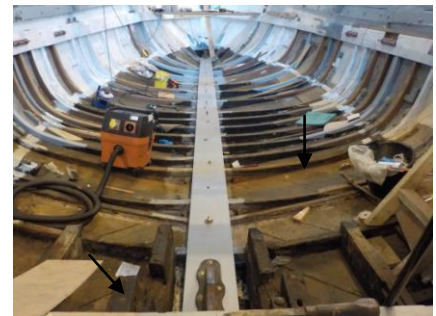
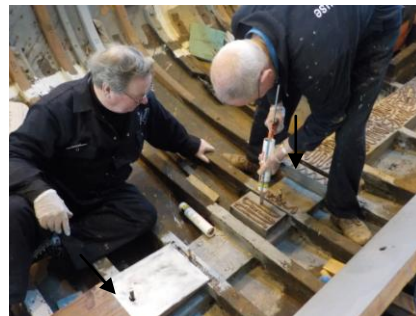
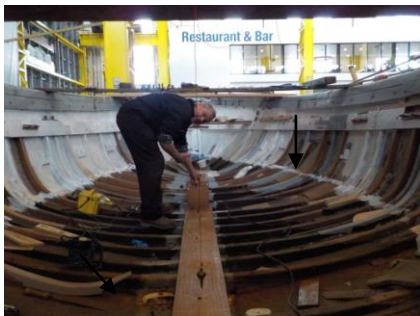


has now been done and we are nearing the point of no return but before that goes ahead it's a quick coat of full strength aluminium primer. The job progresses and the three photos at the top of the next page show some of the guys. Top left Wyn H and Brian D are trimming off a few high spots on the frames to get the keelson lying down sweetly for the full length. Middle we have got John S and David S painting the frames and on the right Wyn is explaining to Brian some very intricate move on how to get a bolt into a hole, at least that's what I think he is saying.





Above left Keith D, John B and Graham A are dry fitting the after section of the keelson and above middle 'Leckie' Chris is rethreading a long stud so that we can get the nuts down and above right his 'Clankie' mate Shiner is just checking that he is doing it correctly. Behind Chris above the forward section of the keelson is well and truly in place bedded down on nice sticky brown mastic, never to be removed again, well not in our lifetime hopefully.



Above left Wyn and Fred are lining up the new after section to mark off critical datum points to ensure that when we finally fit the plank it is perfectly aligned throughout the full length, for this they used both old and new techniques using a laser level and the good old plumb bob. Above middle David Y and Brian D are putting lots of gloop onto the mating surfaces along with a good coating of Epoxy resin on the scarph joint, all that is needed now is to put the new plank on and bolt it down making sure that we have all of the centre line datum points line up. Above right Steve D has fitted the after lifting eye which you can just see middle bottom of the photo. And then finally in the photo over right you can see the forward lifting eye that Steve has also fitted. Now the interesting thing about these lifting eyes is that you will never be able to see them both in the same photograph at the same time, namely because they are one of the same, we have only got one of them. Now this leads me on to this month's quiz. Who can tell me which position is the right one? The prize for the first person to correctly answer this quiz is you will get presented with seven perfectly sized wooden plugs to put in the spare holes in the after section of the keelson.!! In the photos bottom left on the previous page we can see John P,



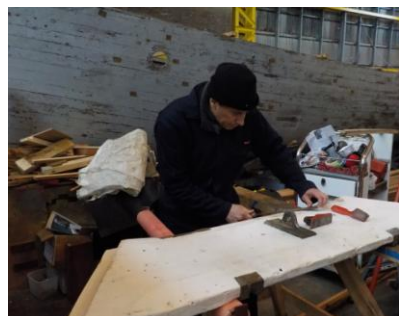
quiz. Who can tell me which position is the right one? The prize for the first person to correctly answer this quiz is you will get presented with seven perfectly sized wooden plugs to put in the spare holes in the after section of the keelson.!! In the photos bottom left on the previous page we can see John P,



Keith D and Steve D jointing some of the deck boards in the after end of the boat. Below left John P and Keith D are laying out the deck boards with a dummy grating pattern so they can get the whole thing looking right. Below middle John P is cutting the new tapered planks by hand after allowing himself to take advice from Whaler John on how deep to set the power saw. Some people never learn but the best part of it is everyone who is standing around laughing could have warned him.



Above right Brian D has been working on the stern deck boards and this photo shows what the after section is likely to look like once we finish it. Whilst these guys have been pushing on with the deck boards and keelson some of the other team members have also been busy. Whaler John has persevered with the outstanding frames working with Geoff G, some bright spark spotted another frame up forward that also needed to be done, luckily it was under the newly laid keelson so that will be an interesting little fitting job because the keelson is definitely not coming out. Gabi and Claire have been working on the 'Gun deck' getting it ready to go back in.



Above left Whaler John and Geoff are getting ready to put some more laminations together for one of John's frames Middle above Gabi is prepping the bottom of the 'gun deck' and above right Whaler John has just cleaned up one of the frames that he made earlier.



Above left we have got 'Taster Day' David trying out his skills on one of Steve's rowlock chocks, in the middle is John P who has just been told that his nicely edge moulded planks probably won't be used and over right David S is working with Fred doing a trial fit of the most forward sole bearer. The interesting thing here is, the frame that they have carefully got the fit for is the same one that has now got to come out and be replaced. We really do want to say a big 'Thank You' to the eagle eyed 'person' that spotted the cracks. 'Thank you Barnaby please climb over our boat any time you like, but next time wear safety goggles in case someone wants to take turns to poke your eyes out'. The only other little job that we had a go at this month was injecting red lead putty slurry in between the double diagonal planking. This process uses a hollow screw, a grease nipple, greasegun and a large pot of very 'loose' putty slurry. Steve D and Fred were the two lucky guys to trial this process and it goes like this:-

First drill some pilot holes through the inside plank layer or use the ones that Tracie B drilled earlier on, next screw in the hollow screw with the grease nipple attached, connect up the loaded grease gun and pump away until the putty squeezes out of adjacent holes / cracks. Simple!!! Well we did the first bits then we called in the 'Clankies' to disconnect the gun from the nipple because we mere mortals can't be trusted to understand the intricacies of grease guns can we? After completely dismantling the gun they eventually managed to split the two items from their high pressure embrace. It turned out that the grease nipples wont work with putty slurry unless they are drilled out to removed the ball bearing valve. Well done to 'Clanky' Shiner and 'Lecky' Chris.

Plan 'B' Using the modified set up do it all again until Steve D declares that the gun is empty and we need some more putty in it. Trusting Fred eagerly unscrews the end cap only to find that Steve D was lying, it wasn't empty, but it soon was because Fred had half kilo of pressurised putty slurry shoot out all down his overall legs. Yuck!

Plan 'C' Clean up the mess and try again, this time Fred was on his own so nobody else to give advice on when the gun was empty. Pump pump pump, empty gun so Fred



unscrews the end making sure that his legs are out of the way. Slow learner Fred managed to dump another half kilo of slurry this time all over the boat. Yuck! It just really did prove that us mere mortals really didn't grasp the intricacies of presurised grease guns. Note to self ' Next time release the pressure spring



before opening.'

**Dartmouth Gig Restoration-** David G's team have been moving on with this project and below left



Geoff G is fitting some of the bottom boards and over right you can see that Pauline P has lined out the edge detail of the back rest



month she had been lifted out for



Over far left the internal shot of the transom shows off her pretty lines and over left the new rudder made by Tom B and the Thursday team is hanging in there very well.

**ST 1502** – As I said last some deck repairs by a local





boat yard. The following photos show some of the work in progress along with some of the volunteers cleaning up the rubbing strakes before they were refitted.



In the top row Steve and his team are making progress cutting out the rotten decking and getting ready to replace it and sheath it all up with new glass fibre, second row we have got Fay and Rachel and another 'Taster Day' lady stripping off all of the mastic and old varnish along with David G. At this time Fred had been helping but soon got bored and moved on with his camera. In the final photo the glass fibre sheathing is complete and Steve is starting to repair the land under the rubbing strake. Following on from the repairs she was rubbed down and given a coat of black paint to her hull to finish her off along with new deck paint all over.

**Dghajsa – Wilson Pickett** – She has been virtually on hold this month until the gig can be moved off her build jig and more room can be freed up.

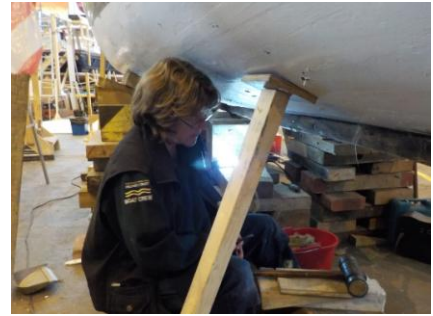
**D49** – There has been little change this month she is operational but has not been used this month and she remains on the outer finger pontoons. Danny and Shiner have been keeping their eyes on her bilge water levels and Chris and Eddie have fitted a new battery switch.

**Whaler Excellent** – Remains outside at present but as soon a space is available she will be brought back in for a mini refit ready for the new season.

**Steam Cutter 834** - She has been with us for some time and this month we started on her planned repairs which required the keel shoe to be removed and replaced. The following photos show some of this work which will be finished off next month. Below left we can see David G and John P stripping out the damaged and loose glass fibre sheath so the whole of the keel rebate to garboard seam can be caulked and re sheathed before the new shoe is fitted. Middle below shows a complete study in concentration and self restraint as John P can work out exactly where Fred can put his camera. Right below shows a complete study in concentration and self restraint as John P can work out exactly where Fred can put his camera.



Below left John C is caulking the seam with caulking hammer to hand, middle Barnaby is working with Fay as she is burning off the old filler and paint in the area that we will be glass sheathing and over right below Sadie is also caulking the seam.



### **LIBOR Projects “Funded by the Chancellor using LIBOR funds”**

**MGB 81**– Her engines are now on the way back in with the rest of the work progressing well. You may be able to catch up some of the detail on the Berthon blog page.

**Landing Craft Assault LCA F 8** – Some preliminary work has started on F8 as Shady Lane has been moving out a vast amount of silt and items from her main deck area. This is early days for this project so watch this space for future developments.

**New Build CMB4** – The progress has been a little delayed this month as our head mentor Bob has been off sick for a time. He is now back and firing on all four cylinders. His first task is to carry out a critical review of the lofted lines. Once that has been completed and any corrections made we will be in good condition to make a start on the body moulds and start looking at the engine bearers as these two main beams form the main strength member throughout the boat as they run virtually the full length of the boat.

**Armed Steam Cutter ‘Falmouth’**- The steam plant for this boat is still under construction and now we have our latest shipwright, Barnaby with us he will in the coming months start to run with this project. One of the first things we will need to do is pull her back into shape as she has a big flat spot along her starboard side. This is another to watch out for over coming months.

**Special Interest** – Further to our Falmouth, we had a special visitor call in to see us during the month of April. He was Dr Harold Burton who came in with his son Dr John Burton, Harold spent some time with me telling me the following story about his father, Signalman Percy Smith Burton. Percy served on board HMS Falmouth. The ship at the time was the Flag Ship of the 4<sup>th</sup> Light Cruiser Squadron commanded by Admiral Napier at the Battle of Jutland and as such would have been at action stations on the bridge. After Jutland on the 27<sup>th</sup> July 1916 Percy was drafted away from Falmouth and after a short period in Chatham he was posted to the Battle Cruiser HMS Glorious on 9<sup>th</sup> April 1917 the ship being newly commissioned following her completion she was under the command of Percy's old admiral, Admiral Napier. HMS Glorious was the Flag ship of the newly formed Battle Cruiser Squadron along with her sister ship HMS Courageous. Admiral Napier left the Falmouth taking command of the two new cruisers as part of his new Battle Cruiser squadron. Signal man Percy was later drafted to HMS Courageous 14<sup>th</sup> June 1917 where he remained until his de-mob on 28<sup>th</sup> February 1919. It seems that a month after leaving Falmouth she was torpedoed and sunk off Bridlington so with the salvaging of our steam cutter both she and signalman Percy survived to tell the tale. Dr Harold had come down for the day specifically for the Jutland exhibition and to see our Armed Steam Cutter ‘Falmouth’ as she and his father were both serving on board HMS Falmouth at the same time as the Battle of Jutland.

It is with great regret that I have to report the passing of one of our earlier Patterson's Pirates, sadly Geoff Todd passed away on 7<sup>th</sup> April. Following a short stay in Hospital he suffered a severe and unexpected cardiac arrest on 17<sup>th</sup> March and despite the very best efforts of the Royal Surrey Hospital Intensive Care they failed to save him. All of our thoughts are with Heather and his family Jason and Gail. Unfortunately Geoff who lived near Guildford hadn't been able to make it in with us for the past 18 months or so due to his home commitments. Geoff was a keen volunteer and a good craftsman who had worked on several of our boat restoration projects and carried on with his interest in boat building at home. For those of you that remember Geoff here are a few photos of him in action during an earlier and happier time.



Over the years working with the Pirates he was involved with the restoration of Tui our P2 Pram Dinghy that had been presented to Prince Charles by the Auckland Sailing Association in 1953 during the Queen's Coronation



tour. Above right he is working on one of our little fibre glass dinghies and below left we were refitting Cyclops in 2007 and he is fitting her deck boards in place. Over right he is seen painting in the



waterline towards the end of the refit. Other boats Geoff worked over the years were 'Excellent' and 'Westerman' two of our Montagu Whalers, 'Danae' our Motor Whaler and Harbour Launch D49. On completion of Tui she was eventually taken on board the Royal Yacht Britannia now in Scotland where she is on display.

**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.