

Monthly News Letter

Boathouse 4/5 Volunteers

February 2018



2nd month into the year and still lots of energy and jobs to expend it on. Progress on our restorations and started on our 'new build' CMB4 can't get better than that.

**Portsmouth Naval Base
Property Trust**



The Green Parrot –Progress has continued in the month albeit all dependent on availability of the students another three horizontal planks have been nailed and roved

MGB 81– All three of her engines are now out with the rest of the work progressing well. You may be able to catch up some of the detail on the Berthon blog page.

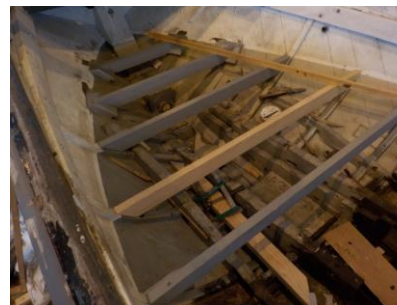
HSL 102 –

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



Motor Whaler Danae – No change this month, she remains operational and our resident 'Clankies' continue with the ongoing care and maintenance, having had her battery recharged last month to make sure she can be run at short notice the guys have also located a second spare battery.

Cyclops Restoration Programme – As we said last month the sole bearers are now being fitted in the after section. John P and Keith D have been kept busy in the



month and as you can see from the photos above and over left there are lots of compound angles to be measured and cut, that will keep them out of



mischief for some time yet. Another of our long standing jobs is the fitting of a new keelson; this is a solid plank of timber 3inches thick and just short of 30feet long and sits over the frames bolted through to the hog. We cut the scarph in the new timber

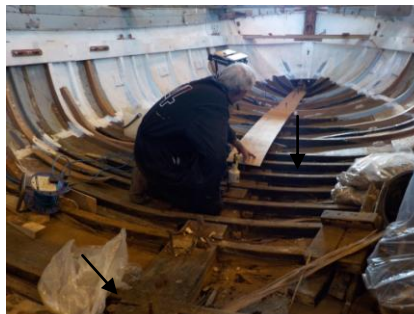
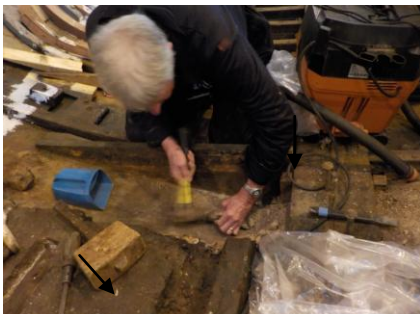


just before Christmas and they have been sitting awaiting completion of all of the through frames. Her old keelson needed to be removed so that job fell to several of the guys, the first section was actually removed by Geoff Griggs about 15 months ago. This time around we have had Gabi, David S, Keith D, John B, Chris H, Shiner W and David Y involved at various times hacking and hewing away to reduce the keelson down to lift able chunks that we could get out of the boat. In the photos above and over the page some of the process has been logged and recorded. Above right Gabi is cutting the keelson

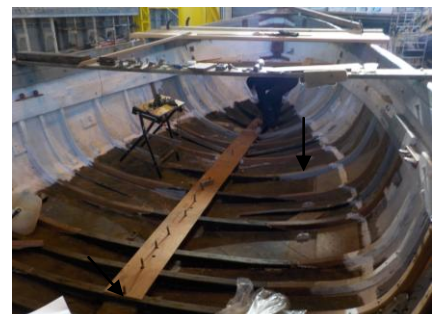
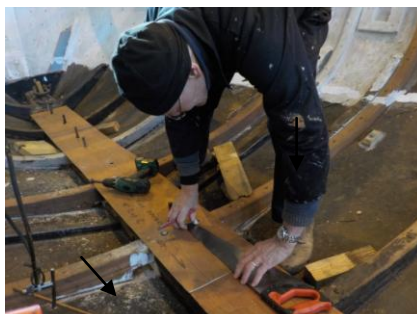
through into short lengths that he can then split off the bolts. Below left David S and John B (who is obviously supervising the operation) are chopping out the second large cross section beam on which the 1980's Ferrari Hydraulic crane was fitted to. These were very solid sections of prime mahogany that had been quite well soaked in oil over the years so they weren't in a hurry to pop out. In the middle photo just to give you some idea of how they were taken out that is the Hand of David patiently chiselling around one of seven big bolts. Over right below Crafty John B has dived in to steal the glory as he plucks up the offending timber as soon as David had finished his bit.



These baulks of timber weren't the only bits that needed removing from the bilges before we could get the keelson completely out, there was also quite a bit of concrete that had been put in over the years to stop the leaks, most of that was taken out as well.

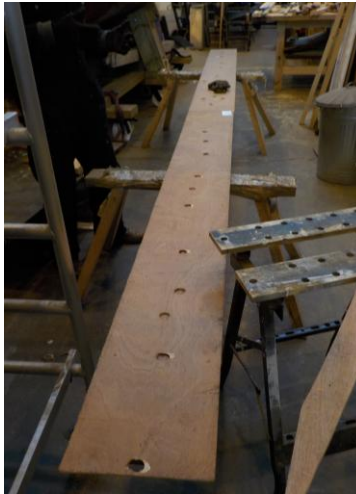


Above left David S is swinging off the end of his hammer and bolster chisel as he cuts away the rotten concrete, whilst in the middle b above he has started to lay down the plywood pattern ready to mark and cut all of the bolt positions. We will use this later to transfer all of the hole positions onto our new keelson ready for drilling. Over right above he is doing his fine tuning before he 'hacks out the holes.



Before he could cut all of the holes and lay down the pattern David had to remove some very stubborn nuts, above left he looks suitably relaxed with a spanner on one of offending nuts. Middle photo above Brian D in true team work has picked up from David and is fine tuning the hole positions and setting up the centre line and datum marks. Over right above the near finished patterns are almost ready to be transferred to the new timber. In order to get some solid datum marks we used the laser level with which we have all fallen in love with but we did have to use the old fashioned tight string line and a plumb bob to locate the mid- point on the patterns first. If you look carefully at the photo over left you can just make out the red laser line over which we marked the black dotted line.





Finally the patterns were located onto the new prepared timber and tacked in place, this just left one final fine tune on the hole positions before the new keelson was drilled. On this section we had six centre line datum viewing holes and ended up with cross hair sightings for each bolt hole. When it is drilled if our calculations are right the new keelson will just slide over all of those bolts into position without any mallets, hammers or foul language. Watch this space but keep your fingers ready for your ears just in case Mr Cockup has joined the crew. Stop Press. Over right all worked out well with

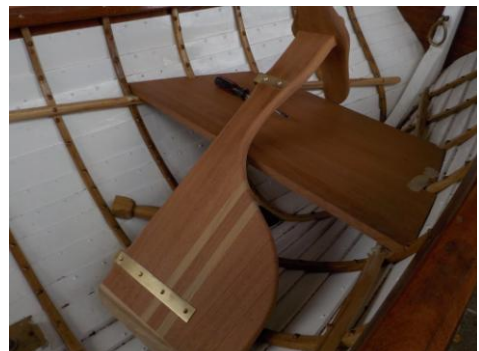


the new forward section of the keelson in place as a dry fit.

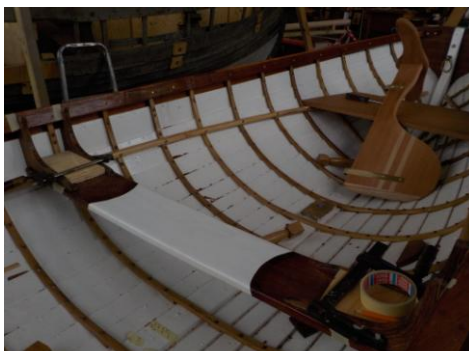
Dartmouth Gig Restoration- The transom fittings are going on with the upper pintle in place so that



shortly the rudder can be hung, the stern seat has been beautifully fitted by Alessio as has the capping strips. Geoff G has made a set of thwart



stanchions and all of the thwarts have been trial fitted. Over right above the new rudder that Tom has made can be seen along with over left the tiddly thwarts and knees are getting finalised



Dghajsa – Wilson Pickett – Fay P and Tracie B had a go with some sanding down this month along with Pauline P

D49 – She is operational but has not been used this month and she remains on the outer finger pontoons. Danny has been keeping his eyes on her bilge water levels

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

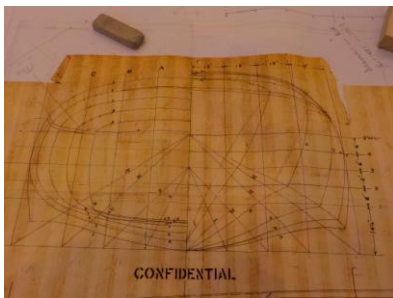
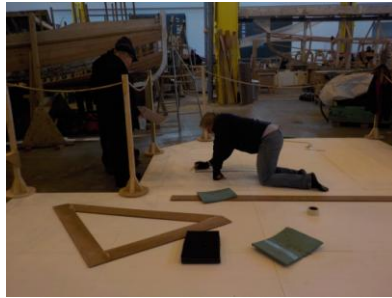
New Build CMB4 – The picture below is of CMB2 I have included it here purely as being representative



of CMB4 to give everyone some idea of the beast that we have undertaken to replicate. Last month we took delivery of some of her timber and this month we have laid out the lofting floor. Over



right Fay is busy painting the new lofting floor with strict instructions to all users to take off their shoes and boots before venturing onto the floor. On the next page you can see John W and David G making a start to lay off the lines. The section they are doing here is that of the body plan from which we will eventually make the building moulds for the boat.



Above left David G is marking a point on the having taken the reference from the scale plans, centre above he is plotting further points and over right Bob F, John W and David are having deep and meaningful discussion about the finer points of lofting. These initial forays into lofting are part of an overall training exercise so that everyone can find their way around the various lines drawings and tables of offsets. Once everyone is happy then pins will be nailed into the lines and fairing battens taken round and the fair lines will be drawn solidly. It is from these final lines that the moulds will be

made. The lofting floor is really a full sized set of drawings that that have been extrapolated from the scale drawings and proved with fairing battens. In the photo above left the Body Plan is shown, please note that this is a photo of a copy of the original 1916 drawings and the 'Confidential' status is applicable to that year.

Special Interest – Sue Lloyd has undertaken the task of painting up all of our collection of ships badges, she is able to take specific order requests from the public and locate and paint up badges that are then sold with the money going directly into the boat budget. I don't know how many of you are interested in ships badges but from time to time she does need assistance in our lower level stores area to locate the badges she needs. Any volunteers will be welcomed to venture into the Stygian world below ground, waders, hard hats and torches provided.



One group of Volunteers Visit another – Boathouse 4 volunteers had been invited to visit the railway conservation group at Ropley so that we could see how they are carrying out the restoration of the Canadian Pacific railway engine. We didn't actually see this engine as it was currently at their sheds in Eastiegh. This is 'Big Man's' stuff, we were taken through the whole of their process from 'small' engineering shop through engine build sheds and boiler making sheds along with the carriage restoration sheds. I have to say that these guys are undertaking some major engineering projects. The photos below show some of our guys and gals along the way. Our thanks go to Lynne for arranging an excellent day out.





As you can see this is restoration on a bigger scale to that which we are used to seeing so hats off to these guys and gals, soon they will be as good as us.

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. Fred is the name.