

## **MTB102 News April 2017**

**Mid November we pushed the cradle down the slip as far as we could and waited for the tide. At high water 102's engines were started and she crossed the marina and positioned over the cradle. The cradle was set exactly to 102's dimensions and locked into position so that we were able to winch the cradle and 102 straight out of the water. With jacks in place to hold her upright her underside was washed off as the tide receded and when all was clean the cradle and 102 was winched into the shed and the doors closed.**

**As 102 dried out over the next few days Mark, our shipwright, and myself located and marked all the places that needed attention this winter. There were several including the problem that had caused us concern through the summer on the starboard side midships.**

**Once the end of year and New Year festivities were over and 102 had dried fairly well Mark started on the repairs on the starboard side. This involved repairs to the planking underside and rectification of a repair that had been carried out years before and left something to be desired.**

**While Mark was busy underneath 102 all her decks were sanded and then the hull was attended to. While this was being done we discovered another problem under the wardroom deck and so Mark then had to replace a frame in situ which was no easy task due to the method of construction of 102. This was time consuming and also needed 10 steel plates replacing using stainless steel and a lot of stainless nuts and bolts. As the frame is bolted to the main stringers that run through the hull eight new steel angle brackets had to be made up and fitted.**

**On our trip up the Thames the previous July we had hit something in the river and this had caused damage to the starboard propeller so the prop was removed and taken to Clements Marine at St Neots for repair. When the prop arrived back at the yard it looked as it did when new and was refitted. Our thanks are due to Paul and Steve at Clements as this was done FOC.**

**With Mark busy in the Wardroom Alec and Mike and, to a lesser extent, young Gary and myself were busy painting the hull, tarring the bottom and antifouling. Then followed the time consuming job of painting the numbers and the water line.**

**Some of the bronze bolts in the P brackets and lower rudder brackets were replaced, the anodes replaced and the rudders painted and anifouled. The bilges throughout the boat were cleaned and vacuumed. The batteries were charged and all made ready for launch.**

**On the 31<sup>st</sup> March the cradle was run down the slip and then pushed a bit more with a Landrover and we waited for the tide. At 11.30 102 floated off, her engines fired up immediately and she backed off and onto her home berth.**

**Once back in the water the engines were warmed up and both serviced with new oil and fuel filters and a sump full of fresh oil. The generator was serviced and the ships engine room stores were checked and updated. All bilge pumps and float switches were checked and repaired as required.**

**Mark 2 made up and fitted a new end plate to the starboard rope locker and finished the engine room hatches so that they can be opened up for extra ventilation and also a view of the main engines without having to go into the engine room.**

**With Maggie's help, the interior of 102 was washed down from stem to the aft wardroom bulkhead. The wheelhouse cleaned down. The ships stores checked ready for replenishment and the life rafts removed for servicing.**

**Alec and myself then checked all the nav kit and all was found to be working correctly so once again MTB102 is looking wonderful and ready to face the world again on her eightieth birthday.**

**Richard Basey, MTB102 Trust.**