

Osprey Seaharrier Project

27 March 2007

Summer is coming so I wont have much time for ribbing, so the next best thing is to start a rib project 😊 Collected this little lady on Sunday, **Osprey** Sea Harrier 6.4 with a 115hp Yamaha on the back.

Will start by removing the engine and console then roll her over and paint her bottom, when that's done she can go back on her trailer and have the tubes removed ready for a new set to be fitted.



10th April 2007 - The project begins

- I had a few hours today so at long last made a start on removing the console
- It came out easier than I thought it would with the aid of an angle grinder 😊
- My main concern was cutting to deep as the fuel tank was tight up against the jockey seat part of the console, but it all went well. The hardest job turned out to be removing the steering cable from the helm unit, a load of spay finally got it free. The bolts holding the helm unit to the console are rusted so have had a liberal spaying and I will try to free them in a few days.

Picture 1 Before.

Pictures 2 & 3 Deck after removal of console.

Pictures 4 The removed console.



Having removed the console it was time to look at the semi-under deck fuel tank, the current position of the tank is to far forward and would stick out of the front of the new console, so I have cut all the before I space has use a large
Pics 1&2
tank.



way around it (flamin angle grinder burnt out just finished). The underdeck been filled with foam so I will lifter to break it free.
The cut deck around the



11th April

I managed to grab a couple of hours today so had a go at removing the tank, I had already cut the foam around the sides of the tank but the foam underneath did not want to let go, but it finally let go 😊

Next job will be cutting the foam under the deck from where the new console will go to the stern ready to install the cable/service ducts as I want to keep the deck totally free of obstructions.

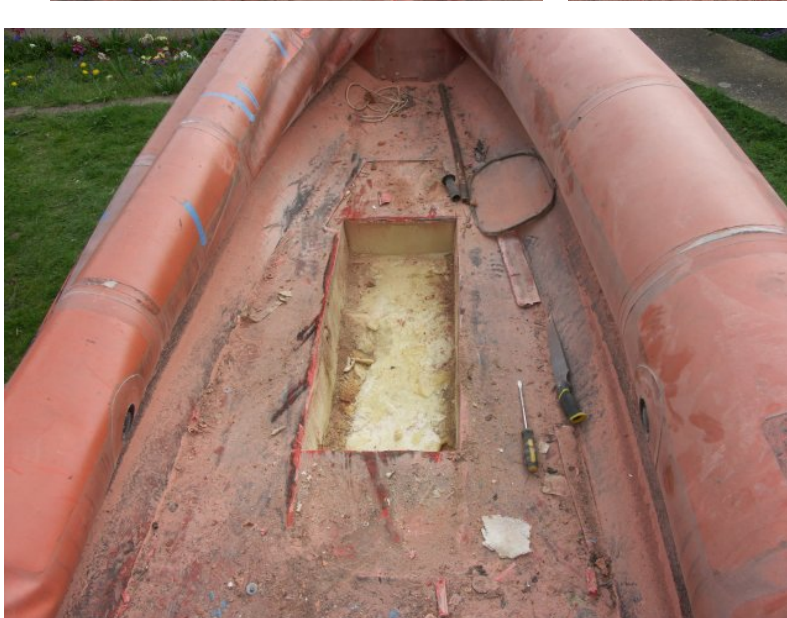
Pic 1 The deck cut around the tank

Pic 2 Free from the foam at last

Pic 3 Out at last

Pic 4 The hole where the tank was

Pic 5 The tank after removal.



16th August

At last a bit more progress, all the sheds in the yard are in use so put her in the boat storage field, and rolled her with the aid of a forklift. When she was rolled I found that she did not need to much filling most of the scratches were not very deep. The worse problem was a large deep gouge that had been filled previously, whoever had filled it had not used enough hardener and only the surface was hard when I started sanding it level I hit semi soft filler, so had to use the angle grinder to remove it all and refill it. The transom has had a large number of holes drilled in it over the years, and these had been filled with sikaflex or silicone so I drilled them all out again to remove it all and refilled them, it all so gave me a chance to check the transom core for rot, thankfully it is very solid and sound.

The only remaining job is to remove about 1" of the hypalon that secures the tubes to the boat flange so that when she is painted and the new tubes fitted there will not be any chance of an unpainted area being exposed.



8th October – more progress

The hull was spayed 3 weeks ago with international perfection 2 pack paint, as all the sheds were in use a quick trip to Argos for a cheap 6M X 3M gazebo was purchased, to ensure that hull stayed warm and dry several 3Kw fan heaters were installed plus 6 x 1Kw site lights, the result was that the min temp was 28C and the max 34C. Because of the temperature we were able spay 2 coats per day. We sprayed 1 primer coat, 2 under coats and 3 top coats. The heating was left on for a couple of days after the final coat to ensure the paint was fully cured and then slowly reduced, the hull had to be left for another couple of weeks as no forklifts were available to put her back on the trailer.



9th October – A bit more progress

A forklift was available Sunday, so got the boat back on her trailer, and back in her shed. I had collected the console and jockeys from Leeway a few weeks ago, so popped them in to check my proposed layout, the plan was to have 2 x single jockeys side by side behind the console and 2 x double jockeys behind them, looked OK till I tried to stand behind the console, not enough foot room 🤪 so tried several different layouts and finally decided on having the singles behind each other and the doubles side by side, in fact in retrospect I prefer it to the original plan. With the change in layout I can now use the original forward fuel tank that I spent ages getting out 🛠️ just need to get the additional stern tank now.

The tubes have been removed ready to be sent to Paul Tilley so that he can start making the new ones. Next jobs are to rub the solid nose down ready for spraying, removing all the old anti-slip from the deck and cutting the deck for the new fuel tank and cable ducts.

A few pics of the boat with the tubes off and the console and jockeys in position, pic 1 also shows the other ribs in the yard, a nice assortment Tornado, Avon, Humber and **Osprey**



14th October

Had a good session removing the old black antislip from the deck today, having read doggypaddles thread on the problems he had removing his I was not looking forward to this job, started off using a 1/2 sheet sander with 80 grit paper and as Doggypaddle found it just flattened the paper in no time, so got big berth out, a belt sander with 60 grit belts. 2 1/2 hours and 5 belts later the job was done, ready for flow coating. Only slight problem is I am still coughing dust, I had run out of dust masks and had forgotten to get some more 🤧

Tomorrows job is to work out the size of the new second fuel tank and get it ordered.

27th July 2008

Time to update this thread, I took one of the tubes down to Paul Tilley a couple of weeks ago so that Paul can make the tubes up ready for when I take the RIB down to him in the next couple of weeks.

The new fuel tanks were installed a few weeks ago, the approximate capacity of the forward tank is 120 ltr and 110 ltr in the stern tank.

As my pet hate is tight cable ducts I have installed two master ducts one on either side of tanks plus separate ducts for the each fuel pipes and a small duct from each jockey seat to the console for the cables for the low level deck lighting.

The new deck ply was ordered 3 weeks ago but has not arrived yet, as it is 15mm thick it is not a standard size so is taking time to get in, they have promised delivery middle to end of this week.

As soon as the deck is installed I can get the underdeck void foamed, the console and jockeys glassed in and the deck flowcoated.



19th August – More progress!

Work is going well at last, the new ply deck is in and the underdeck has been re-foamed, it was very satisfying mixing the 2 parts of the foam together and pouring it in to the access holes then waiting till it started to expand and fill the underdeck voids and appear out of one vent hole after another.

Today we laid glass fibre over the new ply and and deck, we were hoping to do the flow coating as well but rain stopped play so that's tomorrows job.



22nd August

The deck is finished, the new deck glassed in and the inside flowcoated. Spent yesterday checking the trailer over and getting her securely strapped down. She is very bow heavy on the trailer at the moment as can be seen in the second pic, I can hardly lift the nose but that should be sorted when the engine goes on. Left the yard just before 10pm last night and headed for Paul Tilley's in Devon arrived there at 2:30 this morning, had a few hours sleep in the back of the Frontera. So the next time I see her in just over a weeks time she will have her nice new tubes on.



23rd August

Must admit it has taken a lot longer than I planned due to other commitments but really pleased with her, roll on the 2 Sept when I collect her from Paul Tilley, then its straight up to Mobile Marine to have the opti bolted on, then I have 2 weeks to get the console, jockeys glassed in and all the wiring and controls installed ready for the engine to be PDI on the 17 Sept

2nd September

Drove down to Paul Tilley last night and slept in the back of the car with the dog again, must remember to take an air bed if I sleep in the back again (either old age has caught up with me or I'm getting soft 😊)

Paul arrived just after 7am, and when I saw the rib I did not recognise her she looked fantastic, Paul had definatly lived up to his reputation as one of the best if not the best tube maker in the UK. The grin on my face was from ear to ear 😊 I was even smiling as I signed the cheque 😊

After coupling up the trailer to the car I set off for Mobile Marine in Dorset, I think the drive there was one of the most nerve racking drives I have ever made, I was terrified when meeting oncoming lorries of getting to close to the hedges on the narrow roads and marking my nice new tubes 😱

The engine was ready and waiting on the engine hoist when I arrived and the transom was soon drilled and the engine

bolted on, Gary had removed the lower leg so that I could tow the boat back with the engine down.

Then it was homeward bound, still with a big grin on my face.

When I got home the heavens opened just as I was about to take some pictures 🤔 managed to get a few but they don't do the boat justice so will take some hopefully better ones tomorrow.

Tomorrow hopefully weather permitting I can start getting her finished, the date for engine's PDI and setup has had to be



put back a week due to Mobile Marines work load, so have 3 weeks to get her finished now.



01 October – The end ☹️

The project has come to an end !!!!

But not the way I planned.

Late Monday night someone decided to set fire to the RIB, the fire investigator has said that someone set the fire at the back of the boat shed using an accelerant (petrol), luckily someone was on there way home and saw the flames and raised the alarm and woke the people in the 2 lock houses, who had to evacuate there homes, luckily the wind was blowing away from the houses so they were not damaged. The explosions woke most of the local boaters, believed to have been the empty diesel jerry cans and fire extinguishers exploding. The fire brigade arrived after 17 minutes, by which time the boat shed was well alight and had spread to

another shed and the pole carrying the power to the houses, the heat was so great that it melted the insulation on the power cables and they shorted out sending sparks everywhere. Burning debris in the air set fire to nearby trees and the roof of a nearby workshop. The fire brigade ran out of water on the 2 fire appliances and while they were setting up pumps to get water from the canal the fire spread to another storage shed.

Once the fire had been put out the police secured the area as a crime scene, and I did not get to see the full damage until mid morning yesterday when the fire officer took me to have a look.

So the Osprey Sea Harrier project is over 🤖

A few pics of the remains.



A few pics of the Optimax

