

Melody

Major Refit 2008/9

The Class will know that Melody was launched very late this year and only just in time to race in Cowes Week. The delay results from a major refit carried out by Pebble Marine at Bosham and Andrew Oliver a shipwright whose premises are at Aldsworth near Emsworth.

The original plan was to drop the lead keel to cure a persistent leak through the membrane between the keel and lead ballast and at the same time inspect the keel bolts. In the event, as work started, a number of significant defects were discovered requiring a considerable amount of extra work to be undertaken.

As Melody was built in 1924 and there is no record of any major work having been done, it is not perhaps surprising some extra work was needed, but no one expected the scale of the work now required.

The keel bolts, which could well be original, were all in good shape. It was, however, a surprise to find a large hollow in the centre of the lead running almost the length of the keel presumably due to air bubbles when it was first cast. To rectify this defect a considerable quantity of replacement lead were added to bring the top surface flush.



Pouring New Lead into Hollow Ballast Keel

Melody's keel weight was assessed some years ago by external measurement to lie in the middle range of Sunbeam weights but the boat was always considered to be somewhat tender in comparison with others. This may be the answer.

In March serious rot was found in the horn timber near the point where the rudder post passes through it and an area of the hull under the stern was distorted.



Exposed Rotten Horn Timber and Deadwood From Below



View of Horn Timber From Inside

Johnny Hornby, the boat's owner, decided to have the work done immediately to rectify these major defects even if this meant a long delay in launching.

Shipwright work was undertaken by Andrew Oliver in his workshop at Aldsworth. This big task involved removing covering boards and the after deck including all internal bulkheads and rigging, rudder and stock, supporting the vessel and making templates of the hull before cutting through all timbers and removing floors in the area. The damaged structural member was cut and dropped out before a newly fashioned horn timber offered up from below. 2 new laminated floors were made and all the remaining timbers

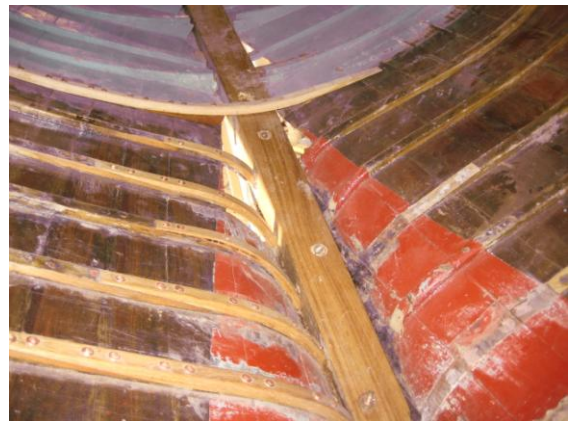
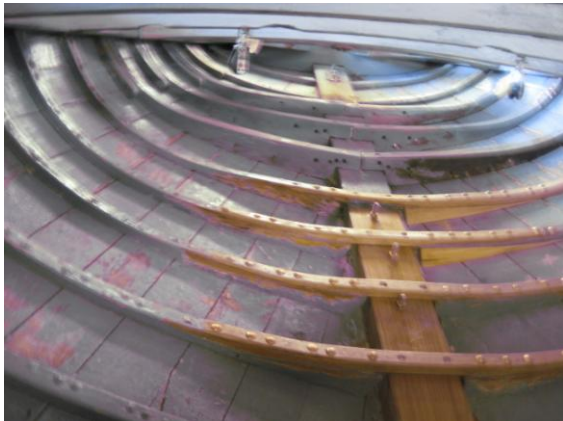
rejoined to the horn by scarfing in new lengths. It was found necessary to replace rotting wood in the deadwood aft of the keel by fabricating a new one. Finally fitting a new deck aft and covering boards completed this part of the work.



Framework Supporting Stern



New planking deadwood and Rudder



New Horn Timber and Bent Frames

Opportunity was also taken while the boat was ashore to spline 7 planks down to the waterline and strengthen under deck particularly in the area of the mast.



Splined Topsides

This specialist work undertaken by Andrew Oliver was carried out with painstaking care for a Classic yacht and with excellent professional skills.

Julian Hawe at Pebble Marine, Rectory Farm Bosham, has looked after Melody for 2 seasons being responsible for overall management of all work and the final presentation of Melody after painting and varnishing.

All this work was competitively priced and the final success of this major refit is a credit to both individuals and their abilities who I highly recommended.

Sunbeam owners are most welcome to view the result of this work on board if of interest.

John Ford