

If you do not wish to renew your membership please let me know immediately by phone, email or letter and I will remove you from our list - this will definitely be your final Newsletter.

To remind those who haven't yet paid, the Club year runs from the 1st April to 31st March each year so please can I have your subscriptions in as soon as possible. We have held the membership fee at £10 this year and £5 for juniors under the age of 16 years and I am sure you will agree that this is excellent value as the membership has to cover the cost of Club insurance, 4 Club Newsletters each year and Internet web hosting costs for our Club web site, etc.

Our membership 'on the books' has now risen to 54 which is great so, for those members whose subscriptions for the 2015 / 2016 year are still outstanding please hand your membership fee money over to either myself or our Chairman, Andy Clark at the lake side by putting it in an envelope with your name on the outside, or post a cheque to me, made payable to **Basingstoke Model Boat Club** to the following address:-

***Alan Spooner
Hathaway, Stratford Road,
Ash Vale, Hants GU12 5PT***

We hope that you will continue to support the club in the year ahead and enjoy the benefits of a friendly and expanding membership, complimentary Public Indemnity Insurance and use of the best model boat pond in the area !

New members are most welcome – if you have a friend that may be interested in model boating or joining the club then please let them know all about us, or tell them to have a look at our website to see for themselves - www.basingstokembc.co.uk

General News:

Basingstoke and Deane Borough Council

In the last Newsletter I informed you that our new Council Officer in the role of "Community Development Officer – Green Spaces" was Zoe Channon and what a breath of fresh air that young lady is. Zoe frequently meets with us down at the pond and has even had a go at sailing a model RC yacht with us.

She has helped with BMBC Leaflet printing and updating with fresh posters on BD Council's new notice boards - the old ones were a little faded. She also undertook to ensure that our details on the Council website were updated. Apart from that she arranged to have the model paper boat templates printed and loaned us special scissors for the children and supplied the glue for the paper boats for the two main events in the park she was helping to arrange.

The model boat pond car park has finally been extended and is in use when larger events are organised and during the school holidays - this will provide much needed additional parking.

“Love Parks Week” (A National event sponsored by the Keep Britain Tidy group)

We had agreed with Basingstoke and Deane Council to support this event and to provide an activity for the children and members of the public. The event was publicised on the Council website, one of the local ‘rags’ and websites such as Netmums. The event took place on Wednesday 29 July where we had a Club stand displaying our boats, tables to make paper boats on and the council printing the boats for us and supply the glue and scissors.

Well, a few of us arrived early to set up gazebos, tables, signage etc. and to put some of our boats on display. A quick meet with Council officers who supplied the paper boat copies, scissors and glue and we were ready for the off.

We had a good day despite the cold and windy weather and we had plenty of families visiting us to make paper boats and look at the boats on display. I am not sure how many boats we actually made on the day but all the children were pleased with their own efforts especially when they sailed them on the water - some even managed to sail their treasured boats the whole length of our pond. By the end of the day I was 'seeing' paper boats everywhere, a little tiring but we were pleased with our efforts. Zoe Channon the Basingstoke and Deane Officer who organised the Love Parks events came over to thank us and to tell us that the families were singing our praises for our display and our efforts with the children.

Despite a heavy shower of rain during the afternoon whilst parents and children were still making boats, we eventually packed up dry and finally got away just before 17.00 hours - after what seemed a very long but rewarding day.

My thanks go to Andy Clark (Chairman), Joe Harwood, Chas Redford, Reg Rees, Dave Paget, Derek Swatton, Dave Powell, Ken Green, Glen Miles, John Farley, Alan Wells, etc. (hope I haven't forgotten anyone) for their help and attendance on the day.

The next event we took part in was the annual summer National Play Day – which was held on Wednesday 5 August.

National Play Day

This Love Parks event was almost a dry run for this event held on Wednesday 05 August - The Basingstoke Play Day where this year 37 children's' events were held throughout Eastrop Park (this is a national event and similar events are held in many towns throughout the country). We again displayed our boats at the event and our main focus was to make many more paper boats for and with the children.

We arrived early to set up our display and quickly erected our gazebos and tables in readiness for the onslaught from the members of the public. The weather was cool and overcast but at least without the wind of the previous week. Parents, Grandparents and children began filling the park at 10.00 hours and we were quickly targeted by them. We were certainly rushed off our feet and had at least 11 boats being made at any one time ! The day certainly didn't drag and we were pushed to the limit assisting in cutting out and gluing boats and generally helping the children. Some of our members also had their boats on the water, letting the children have a go at sailing them under their supervision. The Play Day looked fairly well attended and at the end of the day when we were packing up, we were told that about 4,500 people had visited the park for this event - considering the weather was not the best, that was a good result. I have had a quick check and believe that we made

about 500 paper boats over the 2 events – no mean feat ! We enjoyed the challenge and hope we gave something back to the children and residents of Basingstoke and that they had some fun trying to build them as well as putting them afloat on the water. It was certainly tiring for us but good fun too. With a visit from the mayor and thanks for all our hard work from the organisers it was finally over - It was a well organised event and one that I am sure we would like to participate in again.

My thanks go to Andy Clark, Joe Harwood, Dave Powell who assisted me and were the mainstays in making sure all went without a hitch.



Our display and ready for the 'off' at the Love Parks event.

As usual, we continue to work with Basingstoke and Deane Council and we have after all, this fantastic facility of a model boat pond to be proud of for both our and the public's use and we must ensure we continue to have the Council on our side. We have always had praise from the Council for our hobby so let us keep it that way.

My Ramblings :

Last year, exactly a year ago in fact, I told you about me going to Bristol Docks for a stay in our motorhome and said that I would provide a short article on the famous ship SS Great Britain which was built in Bristol and ended her days in the Falkland Islands before being 'rescued' and brought home to her final resting place. Now having been 'refurbished', she stands in a dry dock and is a fantastic museum and one worthy of visiting. So here goes on Part 1 of my quick précis of this great ship and hope that it whets your appetite to visit her.

SS Great Britain (Part One)

Brunel's SS Great Britain is one of the most important historic ships in the world. When she was launched in 1843, she was called 'the greatest experiment since the Creation'. No one had ever designed so vast a ship, nor had the vision to build it of iron.

SS Great Britain was a formerly a passenger steamship and was very advanced for her time. She was designed by the famous Engineer, Isambard Kingdom Brunel, for the Great Western Steamship Company on the trans-Atlantic service between Bristol and New York. While other ships had been built of steel or were equipped with a screw propeller, SS Great Britain was the first ship to combine these features in a large ocean-going ship. She was the first steel built steamer to cross the Atlantic, which she did in 1845, in the time of 14 days.

SS Great Britain was 322 ft in length, a beam of 50 ft 6 in and a height from keel to main deck of 32 ft 6 in. With a displacement of 3,400-ton, she was more than 100 ft longer and 1,000 tons larger than any ship previously built. She had four decks, including the spar (upper) deck, a crew of 120, and was fitted out to accommodate a total of 360 passengers, along with 1,200 tons of cargo and 1,200 tons of coal for fuel.



SS Great Britain designed with one square-rigged and five schooner-rigged masts

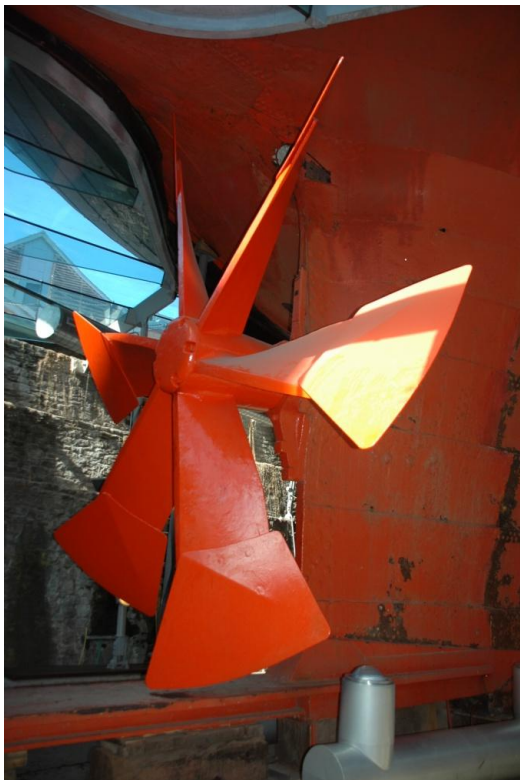
Like many steamships of the era, SS Great Britain was provided with secondary sail power. She was designed with one square-rigged and five schooner-rigged masts - a relatively simple sail plan designed to reduce the number of crew required. The masts were of steel, fastened to the spar deck with iron joints, and with one exception, hinged to allow them to be lowered to reduce wind resistance in the event of a strong headwind. The rigging was of steel cable instead of the traditional hemp, again with a view to reducing wind resistance.

The hull and single funnel amidships were painted black with a single white stripe running the length of the hull highlighting a row of false gun ports (These were deter any pirate ships whilst on her journeys).

The hull was designed to be massively redundant in strength with 10 longitudinal iron girders installed along the keel, running from beneath the engines and boiler to the forward section. The iron keel plates were an inch thick, and the hull seams were lapped and double riveted in many places. Safety features, which also contributed to the structural strength of the vessel, included a double bottom and five watertight iron bulkheads.

Installed amidships and with a combined weight of 340 tons were two large steam engines, built to a modified patent of Brunel's father Marc. The engines, which rose from the keel through the three lower decks to just below the main deck, were of the direct-acting type, with twin 88 inch bore, 72 inch stroke cylinders inclined upward at a 60° angle. These were capable of developing a total of 1,000 horsepower at 18 rpm. The steam power was provided by three 34-foot long by 22-foot high, by 10-foot wide, "square" saltwater boilers mounted, forward of the engines producing a steam pressure of 5 psi.

For the drive output from the engines, Brunel designed a chain drive system and installed a 26-foot diameter primary gearwheel which by means of a set of four massive "silent" chains, operated the smaller secondary gear near the keel, which in turn rotated the propeller shaft. This was the first commercial use of silent chain technology, and the individual silent chains installed in SS Great Britain are thought to have been the largest ever constructed. The main propeller shaft, built by the Mersey Iron Works, was the largest single piece of machinery. It was 68 ft long and 28 inches in diameter, the shaft was bored with a 10-inch diameter hole, reducing its weight and allowing cold water to be pumped through to reduce heat. At each end of the main propeller shaft were two secondary coupling shafts: a 28-foot, 16-inch diameter shaft beneath the engine, and a 25 ft screw shaft of 16 inches diameter at the stern. Total length of the three shafts was 130 ft and the total weight 38 tons. The shaft was geared at a ratio of 1 to 3, so that at the engines' normal operating speed of 18 rpm turned the propeller at a speed of 54 rpm. Brunel designed a revolutionary propeller for the ship which was six-bladed, 15 feet 6 inches in diameter and with pitch of 25 ft, it weighed 3,9 tonnes and drove the ship at up to 12 knots. The propeller design was very efficient but in practice the iron blades could not withstand the amount of energy being pushed through them. Because of this problem, the ship's owners replaced the original propeller with a less efficient one.



The Interior

The interior was divided into three decks, the upper two for passengers and the lower for cargo. The two passenger decks were divided into forward and aft compartments, separated by the engines and boiler amidships.

In the aft section of the ship, the upper passenger deck contained the saloon. It was 110 ft long by 48 ft wide and ran from just aft of the engine room to the stern. On each side of the saloon were corridors leading to 22 individual passenger berths, arranged two deep, a total of 44 berths for the saloon as a whole. This was the 'first class' accommodation. The forward part of the saloon, nearest the engine room, contained two ladies' boudoirs or private sitting rooms, which could be accessed without entering the saloon from the 12 nearest passenger berths and reserved solely for females. The opposite end of the saloon opened onto the stern windows. Broad iron staircases at both ends of the saloon ran to the main deck above. The main dining saloon had dining tables and chairs capable of accommodating up to 360 people at one sitting



The forward part of the ship housed passengers in what was classed as 'Steerage' – this was a very cramped area with very small bunks with nowhere to sit and one could say were somewhat very intimate conditions. Beneath this accommodation was the open cargo deck in the bowels of the ship with cargo including livestock that was being carried for the journey plus at some time horses for the British Army. The 'aromas' that must have been circulating in this area from both the passengers and the cargo must have made this a most unpleasant voyage. In one of the manifests it showed that *'The ship put out from Liverpool on 21 October 1861, carrying a crew of 143, 544 passengers (including the first English cricket team to visit Australia), a cow, 36 sheep, 140 pigs, 96 goats and 1,114 chickens, ducks, geese and turkeys'*. They were certainly self sufficient !

Well, this is the end of Part One - I will write in the next issue of the newsletter about her service at sea, her demise and her final rescue and return to Bristol. (I hope I haven't bored you so far !).

News of our Members

In the last Newsletter I made you aware that our **Gordon Philpott** had finally come home from hospital. One afternoon I left the pond early and popped in to see him and Gill at their home to find out how they were getting on.

Gordon has a bed in his living room and is a little bored with just lying in bed although he does get up occasionally with assistance from Gill to sit on a seat. He has certainly lost some weight and his legs look much better and the swelling has reduced but with that his muscles are affected and he does not have much strength in his legs. It is a little bit of a lonely life for him and of course Gill and Rosie as they can't get out as they used to. Gordon does get tired but would welcome a chat with our members either by phone or why not pop round to see them – they would welcome a friendly face.

Chas Redford

As many of you know our Chas sought sponsorship from our members for the Big Wheel Cycle Ride. Chas has asked me to place the following in this Newsletter :-

"I would like thank all our members for supporting me on the Big Wheel Cycle Ride. Their donations came to £50.00. I raised £75.00 altogether for St Michaels hospice . Chas"

Well done Chas, not bad for a spirited 'Old'un' and a very good cause to boot.

William Cattermole

William was one of our older Club members until the last couple of years and has just reached the ripe old age of 90. He contacted me last week to let me know that following the passing of his wife, he will be downsizing and moving house. William was both a real yacht sailor and a model boat sailor and he still has some model boat equipment that he wishes to get rid of before his move.

A summary of equipment that he has is as follows:-

1. A completed model yacht with fibreglass hull, one metre in length, complete with sails and radio control equipment.
2. A partially built yacht with fibreglass hull with a length of one metre with sails, mast, etc. to complete it.
3. Radio control equipment and sail winches.
4. Woodworking tools including a band saw for modelling purposes.

If anyone is interested please give William a call on 01189 820266 – he lives at Tadley. You are welcome to view the items but if phoning or visiting him please make sure you introduce yourselves as a Club member and treat him fairly with any offer you may make and don't pass on his phone number to others outside our Club – we don't want to be accused of taking advantage of a 'vulnerable' older person.

Well, I must close now and just to let you know that there are **3410** words of wisdom (go on count them if you must) plus many pictures in this newsletter which must be value for your money ! If there is anyone who would like to send me an article for the next edition , I would be most appreciative because my brain aches thinking of something to write ! **Ta,Ta, for now.**

Newsletter by Alan Spooner – Secretary / Treasurer Basingstoke Model Boat Club