



# **BASINGSTOKE MODEL BOAT CLUB CHRISTMAS NEWSLETTER**

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## **DECEMBER 2016**

Christmas is just around the corner and here we are in December and it is time for your BMBC Newsletter and just like your Christmas presents, I bet you couldn't wait for it to 'drop down your chimney'!

Looking back over the years I always seem to be repeating myself – is that a sign of old age or that I am just lost for words, you choose for yourself ! It doesn't seem so long ago that it was summer/autumn and the weather was conducive to good sailing and that has in turn led to a good turnout of Club members visiting the pond on our sailing days. October was very mild and mostly dry and we had great attendances at the pond especially amongst our newer members. Now it is December and how different it is now – I don't mind the cold because you can always wrap up and put another layer on but it is the wet/dampness that gets to us all. Nevertheless we still have many happy souls turning up regularly and some of our members are still getting to the pond earlier in the morning and staying most of the day, – now if they were youngsters they could be forgiven but at their age it is foolhardy ! (only joking chaps).

**However I do have some very sad news to report which you will find on the following page.**

**Keith Dolton – AB RP2  
(Able Seaman Radar Plot Rating Second Class)**



**1933 – 2016**

It is with great sadness that I have to report the passing of one of our senior members - Keith Dolton.

Keith was a stalwart Club member of our Club for many years. He was an expert modeller and made many high quality model boats over the years, naval ships and tugs amongst his expertise. Keith was a pond regular who would talk to all and join in the banter with fellow members – he had a great dry sense of humour. He was always willing to help others and we will all certainly miss him down at the pond.

Keith had a few health problems over the last few years but he didn't let it get him down and continued to join us except when his breathing problems meant he had to stay indoors. Keith was taken into hospital only a few weeks ago after a bout of pneumonia but things unfortunately got worse for him and he sadly passed away on Wednesday 23<sup>rd</sup> November and our heartfelt sympathy goes out to Keith's daughter Vanessa and her family. They have lost a dear loved one and we have lost a very good friend and fellow modeller and very loyal and supportive Club member.

The Funeral Arrangements for our Keith are as follows:-

Date: 13 December 2016

Time: 15.30 hours, i.e. 3.30 PM

Place: Basingstoke Crematorium, Stockbridge Rd, North Waltham, Basingstoke, Hampshire RG25 2BA

I am sending a card of condolence to Keith's daughter and family on behalf of all the members of the BMBC. She has said that there will be flowers only from the family and that if you want to make a donation in Keith's memory you can do so to a cancer charity.

She has told me that a member of the HMS Protector Association (Keith's last naval ship served on) will attend with I believe their 'Colours' to lower at his funeral.

I hope we can have a good turn out of Club members in Keith's memory to bid him farewell on his final 'voyage'. If you want any further information please contact me.

**Rest in Peace our Keith**



## **News of other Members:**

### **Ted Hill**

Following the summer our Ted Hill was committed to hospital for an operation, not for his brain – he had a heart by-pass. All has gone well for him and he has been back down to the pond with his wife and is taking it a little easy for a while whilst he recovers. He says that recovery is slow but at least his breathing has eased and he feels a lot better for it. Keep up the good work Ted.

### **Ken Green**

We haven't seen Ken down at the pond for some time and he tells me that he is making slow recovery from a hernia operation. Ken sent me the following:-

“Sorry we have not been to the boat club, I have had a Hernia operation, I was told it was going to be key hole surgery and I was in and out in one day but I finished up with a 4 inch scar. A forty minute op took two hours and it was going to be a glued patch, but in the end it was all stitched inside and out. Still I am on two courses of pain tablets, and booked to see the doctor on my birthday but no doctor available so I have to see nurse ! I hope to see you once I have built up enough steam.” ..... Ken

Ken has told me that he has now ventured back to his work shed so hope to see him out soon with some of the boats he is building.

## **Membership News:**

As you all know our new Club year started from April this year and it has been an excellent year for new members joining our Club. Unfortunately we do however lose some members who for one reason or another do not renew their subscription.

To date we have had 19 new members that, following receipt of their membership application, joined our Club **since April** and I have sent a letter of thanks to them for joining us and giving them a warm welcome.

So, in this Newsletter we must formally welcome Colin Hanney, Gary Bedford, Jake Bedford, Donald Turke, John Meacher, Tony Carter, and Ron Dixon to our midst and we hope to see them in regular attendance at the pond. **Since the beginning of this January** we have had 22 new members join our Club which is great news and if most of last year's members had renewed their subscriptions we would have had 70 members in the Club which I believe to be the highest in its history however, we now have **65 paid up members** on our books which includes 2 junior members and this means that we are continuing to remain very active in terms of membership so we must be doing something right !

I, as the Secretary and Treasurer, deal with all the new memberships and some people contact me by phone before they join and others just send their completed membership forms to me so often we have not physically met before they join us. Both our Chairman Andy and myself find it difficult to 'put a face to a name' of these new members, especially as I do not always get to the pond on both our weekly sailing days so please come up and



make yourselves known to us. However, the lads who regularly attend at the pond are very friendly and I am sure that they make all our new members welcome when they attend at the pond irrespective of whether Andy or I are around.

### **Annual Membership fees Due for year 2016/2017**

Next year I believe we can still hold our annual subscriptions at £10 and £5 for juniors – now that is not bad is it ! I will be able to be more definitive once I have accounted for everything towards the end of our financial year in March 2017.

If we do hold the membership fee at £10 next year and £5 for juniors under the age of 16 years, then 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.

**Please remember that Annual Membership runs from the beginning of April to the end of March each year, irrespective of when you joined (however, I do allow those that join us in January / February / March to roll their fees over to the following accounting year).** So, as a reminder can I please have your membership renewal fees in at the beginning of April – it makes it much easier for me and saves me having to keep writing about it and jogging peoples' memories via future newsletters.

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 the 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](http://www.basingstokembc.co.uk)

### **David Mosely**

I received an article from one of our members – David Mosely, regarding his teaching days and his times with pupils sailing yachts at Eastrop Park some years ago – so here goes :-

*Hi Alan*

*I used to teach CDT at Fleet Comprehensive, 1970-86. I had the only Plastics workshop in Hampshire...and we made lots of things including fibreglass model yachts called "Choppers"- the name coming from the shape.*

*These were designed by a well known model boat designer at the time, Roger Stollery, who won the 36" yacht class every year. He wanted a model that his young daughter could just pick up...by the mast and it would sail well.*

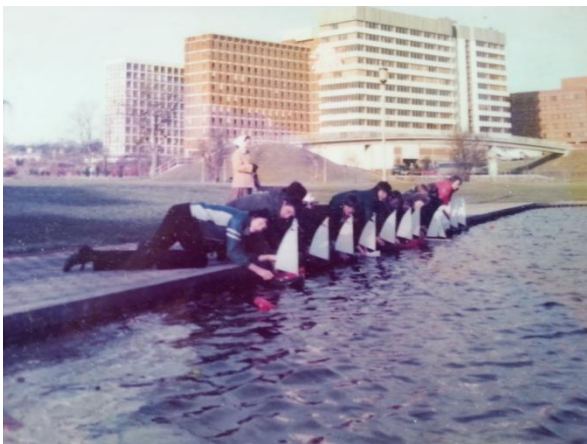
*He allowed us to make 5 moulds, and make them as a class project, a third year, ten week course. The tenth week we asked parents if they would volunteer transport...never lacking...and the whole class would spend the last double period sailing.....AT EASTROP PARK BASINGSTOKE. Classes were of 20 boys each.*



*We were required to keep a record of every boat made, the sail number, the owner, and the boat's name. We almost reached 1000 before 'equal opportunities' required that we scrap all our practical courses, water them down and include all girls....boys being diverted to sewing knitting and cooking !*

*I still have three of these Choppers, Daffy, Canary, and Lemon, which I have sailed with my grandchildren and great-grandchildren at Eastrop and I still meet parents in Fleet who say " Hello Mr Moseley, we still have your boat on top of our wardrobe."*

*These photos tell the changes at the pond, and we could well do with less tree cover again now.*



Many thanks for the article and photos and can you imagine being able to carry out fibreglass laying up in schools today with all the H&S concerns ! I do have some more photos that David gave me so possibly we could place them on our website so that we could all see what Eastrop used to look like all those years ago. – Ed.

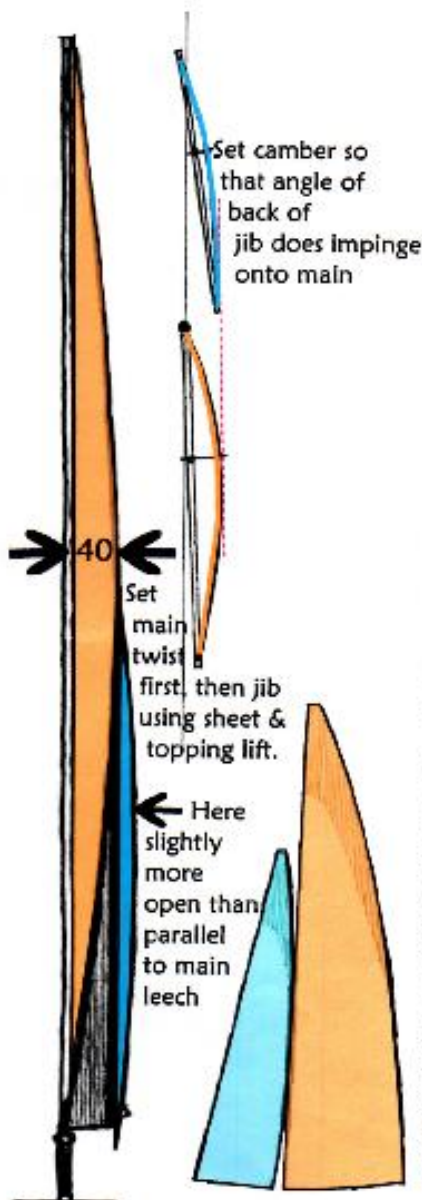


John Farley has provide me with the following article about *Sail Trimming* which should be of interest to our many yacht sailors.

A lot of our members are buying 'ready to sail' yachts which is good to see. I have noticed that some have little adjustment on the sails. However, if you can make modifications to be able to adjust the foot of the sail this will help give the sail shape and more drive in light winds.

I have provided a couple of articles on sail trimming written by the well known Roger Stollery (he still is an active contributor to model yachting in the MYA and Southern model yacht clubs) – I hope this may help you.

*John Farley*



## SAIL TRIMMING before going afloat

A few tips from Roger Stollery on trimming a two sail rig

### Sail camber

The camber in the jib should be slightly less than that in the mainsail, which should vary, very approximately, between 1 in 6 and 1 in 12 depending on the wind strength. As sails have different amounts of fullness cut into them, assess the camber in the area of maximum fullness and not just at the boom. To achieve this there may be little fullness at the boom. In light airs adjust the downhaul tensions from zero to the minimum amount that just removes the wrinkles as the wind increases. As the wind blows harder adjust the backstay to take out any luff curve fullness in the mainsail. Extra downhaul tension will bring the fullness forward and this compressive force will increase the bend in the mast.

### Boom angles

When the sails are pulled in to the beating trim, the angle of the jib relative to the main should be parallel or at a slightly greater angle. As the sheets are eased, make sure that the booms go out at an even rate so that the force generated from each sail stays in balance.

For a conventional rig ensure that when the sheeting 'trim' is used, the jib sheet pulls in horizontally whilst the mainsheet pulls in with some downforce at the end of the travel. Adjust the sheet take off points along the booms and/or height of the sheeting pillar until this is achieved. For an M swing rig, the distance between the aft end of the jib boom and the mast should be about 45mm for an 'A' rig and 60mm for a 'C' rig. The sheet should pull in the 'yard' with a horizontal force to avoid upsetting the balance of forces within the rig.

### Mainsail twist

Set the twist in the mainsail first, by adjusting the kicker or mainsail clew downhaul or jib halyard on a Stollery swing rig. The leech of the mainsail should twist about 1 in 40 (40mm in a 1610mm leech length) from the straight line between head and clew. No twist makes a boat slow with a tendency to point higher. Too much twist also slows a boat by the drag of a flapping leech, but is less serious than too little twist, particularly in very light and very strong winds or gusty winds like spring and autumn North Westerlies and those blowing around obstructions. If in doubt err towards having more twist.

### Jib twist

Pull the sails in to the beating trim and set the twist in the jib to match that of the mainsail twist by adjusting the leech line. The leech should have just a little bit more twist than is sufficient to make the leeches parallel when viewed from aft. If the 'slot' is too



small the boat will appear 'dead' without speed to windward. If in doubt err on having the slot more open.

#### Trim testing

Test your windward trim by holding your boat into the wind as if it were sailing as close as possible to windward with the sails fully drawing.

Rotate the boat closer to the wind and observe which sail luffs or flaps first. With an ideal trim both should flap together as shown by the shaded area in the diagram. If the front of the sails luffs first then reduce the fullness in the sails. If just the main luffs first, open the slot by jib sheet or leech line adjustment or flatten the main. Adjust and test several times until the ideal is approached. Always check your trim before launching and adjust to suit the wind conditions, which will always be changing.

#### Watch and talk to the experts

The importance of good sail trim cannot be emphasized enough. It is all-important in vene racing and one of the key factors in radio racing. You will rarely see vene sailors racing with a poor sail trim, because vene sailing is all about sail trimming. This has made them masters of this art and therefore they can concentrate on all the other aspects that are required for the best performance. Watch how top skippers set their sails and don't be afraid to copy them. Many will be only too pleased to pass on their knowledge, so don't be afraid to ask questions.

#### Wind indicators

There are two items of equipment that will help you to 'see' the wind and how to trim your sails to its constantly changing direction and strength: a flag and tell-tales on the luff of the jib. Without these you are, to some extent, blind to what the wind is doing to your boat out there in the distance.

## SAIL TRIMMING once afloat

A perfect trim set up on the shore is only part of getting a good performance. This effort will be wasted if the sail trim is not adjusted to achieve this in the constantly changing winds on our enclosed lakes.

Sailing to windward is not just about pulling the sheets hard in and steering. In all wind strengths, easing the sheets helps to restore speed lost immediately after a tack.

In very light fluky airs your flag and tell-tales may indicate that the wind has come more off the side and requires the sheets to be eased to gain speed. Steering the whole boat closer to the wind may be too slow to take advantage of such a shift. Speed is everything in these conditions, so avoid using the braking effect of the rudder.

When reaching it is very important to let your sails out as much as possible to prevent them stalling and losing drive. If the flag at the masthead is making a big angle with the top of the mainsail, let your sails out. Lower down if your leeward tell-tale is not streaming with the sail, let your sails out. Airflow stalled over sails that are pulled in too hard, is the most common fault made by sailors of all sizes of boats, not just models. However it is so easy for radio sailors to pull that winch stick down in the excitement of racing in an attempt to go faster, so don't do it!

## If in doubt let them out!

### Page 2

I do have another couple of articles that John has given to me on getting the most out of sailing model yachts – one is about making a Lightweight Wind Indicator for model yachts and the other is about windflow diagrams. As space in this Newsletter is at a premium I will save these for a future edition. However my thanks go to John for his help in providing articles for us.



## Midhurst Model Engineering Exhibition February 2017

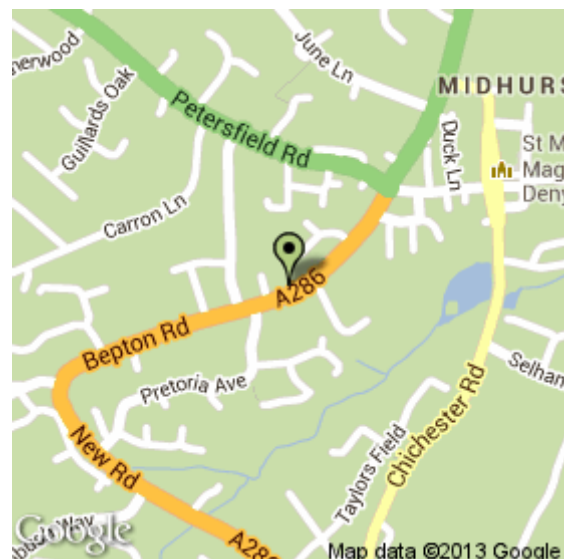
**Now for the big news and the most important. The Midhurst model engineering show is on again for next year and is back to its usual date.** Many of us who regularly attend this event enjoy this show, meeting up with fellow boat clubs and looking at all the other interesting engineering hobbies that are in attendance. The new centre complex at Midhurst was a great success last year making it very easy to get our exhibits in and out of the halls plus it had welcomed facilities for those persons with disabilities. The date of the show is **Sunday 12 February 2017.**

As we know the parking is much better now at the new centre – much larger and more space. I have submitted our Club booking which has been confirmed and we have been given the same size stand in the same location as last year. Last year the number of tables I ordered was not what we finally got due to other clubs taking a couple of tables but I have asked that this doesn't happen again. I will only be given passes for 8 members and the idea is we put on a really good display of boats'

I have already spoken to some of our members with regard to supporting me in manning the Club stand. For those that have not been before it is a very good exhibition with all forms of hobby modelling and as usual many of our fellow model boat clubs will be there – definitely worth a visit. Doors open at 10.00 am to the public. For those that have offered to help man the stand we usually get to the Grange Centre at about 08.00hrs to set up our stand – it is a longish day for us because we usually stay until the end which is about 16.30 to 17.00 hours. For those just visiting, the entrance fees are £6.50 adults, £3.00 children, Seniors £5 or £14 per family.

For those that want to go to this excellent exhibition further details are on the Grange Leisure Centre Website or you can contact me for further information and for those that have not been before, the address is :-

**The Grange Leisure Centre  
Bepton Road  
Midhurst  
West Sussex, GU29 9HD**







Well, I have nearly finished this newsletter and thought that if you are a little bored over Christmas and have a spare moment you can try this little 'stocking filler' – no prizes though I'm afraid !!

### BMBC Wordsearch

H	I	E	R	T	E	M	E	N	O
D	S	P	I	T	H	E	A	D	F
E	I	U	P	A	L	L	S	S	Y
H	S	T	R	O	P	D	T	G	T
S	T	A	R	B	O	A	R	D	O
E	Y	B	U	E	S	T	O	R	M
R	A	R	E	F	F	U	P	A	K
O	C	C	L	I	S	N	A	G	S
T	H	G	I	L	H	T	R	O	N
S	T	E	F	U	R	L	I	N	G



EASTROP, PORT, STARBOARD, DRAGON, ONE METRE, NORTHLIGHT, PLAN, LIFEBOAT, FILE, BRUSH, SPITHEAD, RIP, SNAGS, STROP, STORM, FURLING, MAST, MELD, PALLS, ISIS, STORESHED, YACHT, PUFFER, PRO



That is it folks - I must close now as Christmas is around the corner and I need a rest from all this work ! Thanks to my contributors this time around as it is much appreciated. Have a good Christmas all and a prosperous New Year (we hope !). Let us hope you get a lot of boat modelling 'goodies' for presents and I look forward to seeing you down the pond in the New Year.



And Finally, my pennies have run out to buy you all a card so .....

## MERRY CHRISTMAS TO YOU



## ALL THE BEST FOR THE NEW YEAR

Well, I must close now and just to let you know that there are only **2853** words of wisdom (go on count them if you must) plus many pictures, etc. 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***

***PS To save costs I always have the Newsletter printed in black and white so you miss some of the detail of the photos in colour – if you would like to see this Christmas colour version I will email a copy to all those who have an email address and have also asked Andy to place a copy on our BMBC website.***