



BASINGSTOKE MODEL BOAT CLUB

Newsletter

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June 2017

Who says that retirement means an easy life free from work ! It doesn't seem so long ago that I finished and distributed the March / April Newsletter and the end of year accounts and now it is time again for the June 2017 edition of your favourite read. I thought that I might be a little late this time around with the Newsletter as I have been extremely busy for the last few weeks re-scheduling and getting ready for our holiday trip to France (yes, it is a hard life !) and I have been writing this edition as and when I get some time off from the numerous tasks and duties that my good wife demands that I do before we go away for a little rest and recuperation. So here goes.

Membership News:

As you know we started a new year in the Club from April this year and it has been another good time for new members joining our Club. To date we have had 3 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 Christopher Phillips, Leon Bentley and James Bohn to our midst and we hope to see them in regular attendance at the pond. James Bohn has sailed with us for some time now at the pond and he finally decided to join us.

Since the beginning of 2017 we have had 7 new members join our Club which is great news and if all of last year's members renew their subscriptions we will have 71 members in the Club which I believe to be the highest in its history.

We have lost one of our members for this year and this is Andrew Wills who used to work at Eastrop Park as part of the grounds crew. Andrew has been a member for about 3 years but due to poor health has reluctantly had to tell me he won't be renewing his membership.

I replied to Andrew saying how sorry we were to hear that he was not renewing his subscriptions to the BMBC. I wished him well for the future, hoping that his health improves and gave him a big thank you for being a Club member.

Annual Membership fees Due for year 2017/2018

In the last Newsletter I reminded all our members that the annual membership fees for the year 2017/2018 were due and what a fantastic response I have had from many of you. To date I have received about 54 membership subscriptions which includes new memberships, which is great and an even better improvement on previous years. **However, for those who have not yet sent me their subscriptions 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 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 71 which is great but for those members whose subscriptions for the 2017 / 2018 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:

News from the Basingstoke and Deane Borough Council (BDBC)

We have for the last 3 years had the support of the Basingstoke and Deane Council Green Spaces Community Development Officer Zoe Channon. She has been a breath of fresh air and during her time with the Council has given us her full support, held meetings with us, visited us regularly at the pond and even had a go sailing our boats. Unfortunately for us but fortunate for Zoe, she has found her dream job and has moved to join the Surrey Wildlife Trust – our loss is their gain ! I have thanked her, on behalf of all our members for her all her help during her time with the BDBC and wished her all the best for the future.

As yet the Council haven't recruited anyone to take on the position that Zoe filled and my present contact is her old boss who is keeping in contact with me.

I have been looking at the Council's website and it is good to see that our Club has quite a few mentions and also links to our own website. In doing a bit of trawling I came across a very interesting document called '**Eastrop Park Management Plan 2016 – 2017**' which sets out the future management of the park over the next 10 years. I was unaware that it had been published. This new management plan supersedes the previous one published in 2013. In 2013 I was issued with a draft copy of the Public Realm Guidance document for BDBC and which I was asked for comments and some of its contents have now been developed and incorporated into this new Management Plan. It comprises some 52 pages so I cannot repeat it in this newsletter however; I am providing you with the following URL link so that those of you with computers can read it and digest the contents. It is as follows:-

<http://www.basingstoke.gov.uk/content/page/45059/Eastrop%20Management%20Plan%202016%202026.pdf>

In the document there are comments about our Club – all good I am pleased to say such as the following:- *"The Basingstoke Model Boat Club is a very popular, well established club that have long been a valued stakeholder in Eastrop Park. They meet twice a week and have become an important attraction in their own right. They are always happy to lend a hand in park events"*

There are also some interesting comments / suggestions about our, or should I say the Public model boating pond. I have copied one particular comment that I found on one of the drawings and it is as follows:-

"Naturalisation of pond (After consultation with Model Boat Club):

To include marginal planting and improvement to the existing island, to encourage wildlife and ecological value. All planted areas to have sturdy edging such as woven willow, to ensure model boats do not get caught in any soft earth edges. Thicken hedge with shade tolerant, evergreen species to help reduce impact of traffic on Churchill Way"

I believe feasibility studies including costings have to be produced initially therefore nothing is cast in stone and as yet we haven't been consulted so please do not start lobbying the Council for answers of what, why and when. I will of course be speaking to the Council to find out a little more facts and will let you know in due course.

Basingstoke - Love Parks Event

Unfortunately "Love Parks Week", a national event sponsored by the Keep Britain Tidy group will not be organised and run by Basingstoke and Deane Council this year. Due to the previous organiser having left the employ of the Council and their replacement not yet recruited, the Council have informed me that for this year only they have had to 'put it on the back burner'. This of course means that we are not organising an event for the children and other members of the public this time around which is a bit of a pity really as some of us did in fact enjoy ourselves making and sailing paper boats with them all.

2017 National Play Day – Basingstoke

This event is the annual summer National Play Day for children being held at Eastrop Park – which for this year is on **Wednesday, the 2nd August**. This event, as is usual, makes it difficult / impossible for the Club to hold our general Club meet as the whole park is taken over with Children's activities. We will again be displaying our boats, making paper boats, letting the youngsters have a go at sailing a boat under supervision, etc. As you are aware during this event, which has always occurred on a Wednesday, our Club meet day, there is no parking for the general public or us. The car park is reserved for exhibitors and disabled access only. Last year I was only issued with 3 car parking passes which, if I manage to obtain the same again this year, will go to those setting up and manning our stand. However don't let it deter you from attending as you can drop a boat off with us and then park your car on the common car park where a free courtesy bus will drop you off at the pond again –

quite a few members did this last year and joined us to help with the activities and it was very successful. Last year the weather was fine and we were told that up to 10,000 people visited the event last year – no wonder we were so busy and let us hope it will be similar this year. So let us see as many of you as you can assisting us at this event please.

Report on the Club's attendance at Viables Steam Rally – April 2017

This year I was notified early on by the Basingstoke Model Engineering Society of our invitation to join them again on the 08 and 09 April at the Viables Centre, Basingstoke for their annual Steam Gala Rally. Initially I was a little apprehensive to let them know that we would attend as at last years event it was so disappointing to see that we had very few boats on display. However, having spoken to our Chairman and members we decided that with promised support we would attend this event and therefore I confirmed by return our attendance.

Our Members attended this 2-day exhibition and like previous years we were housed in a marquee along with the Basingstoke MES. We had a very successful display of our model boats at the Steam Gala at the Viables Centre over the weekend. The weather was exceptional for early April which helped bring out the visitors and of course many of our Club members attended and visited.

On Saturday we had 16 boats on display and on the Sunday we had 24 boats - a record for us and very much improved on last year's event where we only had 5 boats on display on the Sunday. So thanks for all of those who made the effort to come along. Andy Clark covered the Saturday along with Chas Redford, Robin Lock, Chris Cole, Mike Tomlin and David Moseley. On the Sunday I had great support from Joe Harwood, Chas Redford, Jack Sharp, Keith Barnes, Derek Robson, Peter Gidley (and his wife Ann) and even Robin Lock popped over in the morning to see if we had enough boats to display - yes, we needed and got 2 more tables to put all our boats on display. Apologies if I omitted to name anyone else who was there on Saturday.

All in all it was a great weekend and I thank all those who gave their time up (and their sailing time on the Sunday) to make this a very good event and to put the name of our Club to the fore. I am not sure if we will gain any new members from it but many families were interested in coming to see our boats actually sailing on the water at Eastrop when they next visit the park - so that can't be bad.



Members Articles

I am fortunate to have some members now helping to contribute to our Club Newsletter. One of our new members **Chris Cole** has sent me this article about the Ship he once sailed on as Junior Engineer and the model that he has built based on that vessel.

British Tamar, BP Refined Products Tanker

History

The full size British Tamar was one of 15 "River" Class refined product carriers, built for the BP group of tanker operating companies, named after British rivers. They were built in 5 European shipyards, including Scott's (4) and Lithgows of Greenock and Port Glasgow, respectively. However the 'Tamar, (usually abbreviated,) and Esk were both built in the Boelwerf yard in Belgium. Both, unusually for tankers of this generation, were fitted with bow thrusters.

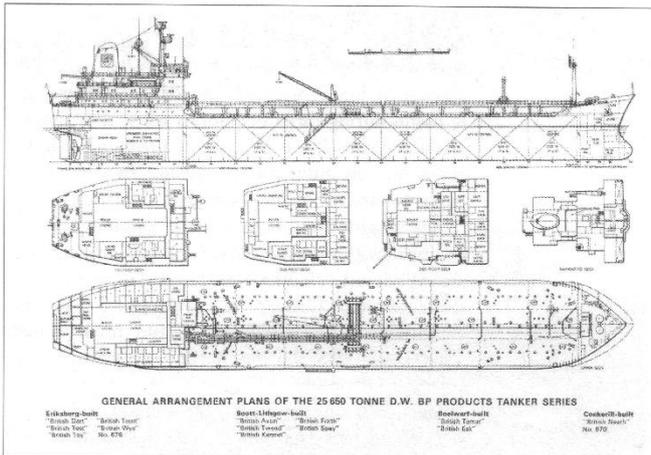
The dimensions were, between perpendiculars, 562' 7" (171m) (with bulbous bow,) x 82' 2" x 31' 6", and of 15,642 gross tonnes.

The main propulsion, was a Burmeister & Wein (B&W) 6K74EF 6 cylinder, 2 stroke, single acting "cathedral" diesel, capable of running on heavy fuel oil, or for manoeuvring on diesel. Nominally of 740mm piston diameter, and 1600mm stroke, and max of 120rpm, developing a modest 9000bhp. Sister ships had also B&W engines, or the equivalent Sulzer 6RND76. B&W had exhaust poppet valves, while the Sulzer had cylinder ported inlet and exhaust, but both had twin turbochargers. The class were built between 1972-4, and most had been scrapped round the turn of the century.



8 of the class were called up for service during the Falklands crisis.

Personal interest



The British Tamar was my last vessel, in 1982, while with BP Shipping Ltd., in the roll of Junior Engineer. I had also sailed on the British Kennet. A photo taken of the Tamar while on passage through the Mediterranean made me wonder if I should try to make a model. I looked about for more details, and found a general arrangement plan, of the class, in the "BP Tankers" Group Fleet History. This plan was only 100x70mm, and was scanned and enlarged to A4, then scaled with a multiplier of 5.15, to give a model dimension of 1.2m length. This reflects a scale of 1:144 to the full size vessel. I had to guess at the profiles from the bow and stern angles, but decided that the main tank area would be a rectangular box with the bow and stern tapering in from their respective pump room bulkheads.

The Model

The simplest option was to go for a bread and butter construction, though if I got really excited, I could use the produced model as a plug for a fibre-glass hull. The original plan was to keep the main tank area solid, and only to hollow out the engine room, and forward pump room/bow thrust/anchor chain locker.

So having obtained several sheets of 12mm MDF, the external profile was marked up, noting where the curves changed directions, that the largest external marking on a sheet may be on the lower side of the sheet, and not the top. e.g. the curves above the bulbous bow. The sheets were cut, and then with a generous wall thickness of about 20mm, the engine room and bow thrust pump rooms marked and cut. Initially the sheets were piled up, and dowelled at the bow and stern, to allow test fitting of prop shaft, batteries, motor and bow thrust. By clamping a group of sheets together, the profiles could be "blended," which again not being glued but only dowelled, allowed the reverse cambers of the profiles to be worked more easily. The engine room was not very long, and with a 4" shaft and coupling, meant that a very short motor was required, or the use of a reduction gear. More of that later. The batteries, were now to be located into the main tank area, in a hollowed out area, forward of the main engine, and likewise, a section hollowed, aft of the bow thrust. The sheets, up-to main deck level, plus 2 sections at the bow and stern for the raised bow and accommodation levels, were now glued together, and blended, filled, primed with Ronseal Wet Rot wood hardener and painted. "Rattle" spray cans were used, the deck being a "textured" green.

The accommodation decks were constructed from plasticard sheet, being dimensioned again from the GA plan. Having not tried plasticard before, advice was valuably given from a practiced war games modelling nephew. The funnel was carved from balsa.

The power plant was, because of the lack of length in the engine room, limited to a 4" shaft, and because of experience with Mtroniks brushless ESC's and motors, the chosen units. The motors are very powerful (potentially 120w!) and compact. Weight here was not an issue, only being +75 grams. As mentioned, the Tamar (and Esk) both had bow thrusts, so a Raboesch unit was fitted in the bows. The batteries for each motor were 3000mAh, 7.2v NiMH units. The ESC's, 15A for brushless main motor, and 10A for the brushed bow thrust, were mounted at each end. The "servo" leads from each ESC, were run back to the receiver, mounted in the engine room. Note that the "power lead" of the forward ESC was pushed out of the socket, so that only the main engine ESC produced the BEC power for the receiver.

Water line / ballast checks

I had estimated that the model had about 80% fullness. ie the tapering of the bow and stern meant that the hole in the water would be a rectangular box, but with 20% reduction for this tapering. To check this, using "Archimedes' Principle" we did a float test. (The bath was very full!) At the all up weight of 11kg, the model floated very close to the actual water line. When doing the calculations, as the model will be only in fresh water, not sea/salt, the water density of 1tonne/m³ is used. The proposed water line was 65mm from the bottom of the hull.

The weight of the model = the weight of the water, that would be there if the model wasn't. (Note the water doesn't need to have been actually displaced for the boat to float! However we can call this water volume "displacement".)

Model weight = displacement weight, when the model is floating.

11kg = model volume below waterline x fullness factor x water density.

11kg = 1.2m x 0.175m x 0.065m x Ff x 1000kg/m³

=> Ff = 11 / (1.2 x 0.175 x 0.065 x 1000)

=> Ff = 0.8058

So at 11kg, the model should float at a draft of 65mm, when the fullness factor is 80%.

The model was too heavy now, with little scope for addition of other functions, so the 6mm main deck sheet was cut off and the main cargo tank area milled out to a depth of about 55mm. This reduced the total weight to about 8kg, which pushing the numbers in the formula above would give a floating draft of 47mm. Some leeway for adding more details and options.

Decoration

The accommodation section was quite well detailed in the GA plan, as was the deck cargo pipeline. However I was not confident to add too much else, without a lot of guess work, and so main deck winches/windlass' (6 off,) fire main, deck steam and condensate, bunker lines, pilot ladders / companionways, over the stern refuelling line etc have not been worked out yet. The main cargo lines are made in plastruct tubes. The anchors were shaped from off cuts of maple. The deck sheet was routed to accommodate a matching ridge fitted to the top edge of the now lighter hull, and is now removable, though maybe a little vulnerable to water ingress. Crew are a bit bigger than "N" gauge, 6' person should be 12.5mm tall.

On the water

The Mtroniks brushless motor is really too powerful, and with the scale diameter prop, (the original is a 6 bladed +-5m diameter,) the transmitter end-stops were reduced back to 35% going ahead, and 30% astern. The tanker is less likely to want to go up onto the plane now! The measured running power peaks at 23W, with at 7.2V the current peaks at 3.2A (V x A =W) The motor can produce 120W, at 1100rpm/volt. The actual tanker power is 9000bhp, at 120rpm. The original receiver failed, suspectedly from new, as it always gave a "flakey" response, till at one point, the end 30mm of the aerial lead "fell off." I had suspected that the MDF was blocking the signal, but a replacement RX works without any worries of where its aerial lead rests.

Prospects

Sound unit - to reflect low speed 6 cyl., 2 stroke, 2 turbo, auxiliary diesel alternator, steam turbo-alternator, accom., boiler FD and ER fans.

Lighting LEDs

Deck pipework, and tank inspection and gauge hatches.

Winches/windlass'

Hand rails (+- 8m in length.)

Name sheets, bow thrust and bulbous bow logos - plan in progress with ink jet printing onto "white" water slide transfer.

Ballasting pumps and tanks.

Editors Note

Thank you Chris for this very welcome and interesting article. Chris sails his boat on the pond most weeks and all who have seen it knows what a good job he has made of constructing it. 2 things spring to mind; bread and butter construction and MDF, not a normal construction process or materials for us that do build boats but shows what can be done.

A Little thank you

I would like to say a little thank you to one of our older members Jim Molay who gave me a couple of un-made boat kits that he had no need for. I wanted them to go to members who had the skills to build them so Chris Cole had the Graupner Hecht Patrol launch and Tony Carter had the Lindberg MTB. I have yet to see Tony's progress as I have not caught up with him but after less than 4 weeks Chris brought his boat to the pond to show us the progress to date. It is almost complete barring the last minute touches and what an excellent job he has made of it and we look forward to seeing it on the water soon. It has a Graupner 700 BB motor installed coupled to what is like a jet propulsion unit so it should 'fly' – hopefully not out of the pond ! Thank you Jim for your kind offer / donation of these boats.

Alan's final mutterings

During June the Council's Green Spaces Officer, normally informs me that 'Green Flag' Awards judges visit will take place at Eastrop Park and that they like the Model Boat Club to be out and about using the model boating lake. This year the Council have been advised that the judging format will be different and that it will be carried out as what is called a 'mystery shop' whereby the Council will not know when the judges are coming and will be informed of the outcome of their visit at a later date. So although we are not required so to speak we had better be on our best behaviour when we are there just in case the judges are out and about – only joking as I know we always act responsibly..

Well, that is all for now folks and I trust that you enjoyed reading this. However, I must close now and just to let you know that there are **4143** words of wisdom this time around plus a few pictures in this newsletter, fortunately mainly courtesy of Chris Cole – and what an education we are giving you all ! **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, etc. – if you would like to see this version in full colour we will place a copy on our BMBC website.