



BASINGSTOKE MODEL BOAT CLUB

Newsletter

Chairman:

Chris Cole Tel: 07518244624 Email: colechr@googlemail.com

Secretary/Treasurer/Newsletter Editor/Webmaster

Andy Clark: Tel: 07802668433 Email: atclark25@yahoo.co.uk

Website: www.basingstokembc.co.uk

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Covid-19 impact

This virus continues to interrupt our lives in all sorts of ways but by taking appropriate precautions members, who wish to, can still enjoy the pleasure of sailing their boats. It is imperative that we all follow the social distancing guidelines of 1metre plus and conform to the “rule of six”. Groups of 6 must be socially distanced within each group and also from any other group. Group members should keep within their group of six.

It is not being impolite to ask people to move away if they are encroaching within your social distance space. This is the “new normal” for the foreseeable future and has to be lived with, otherwise we will all go stir crazy. By following the rules we can ensure that Sailing is Safe for club members and public onlookers alike.

Please do not come to the lake if you, members of your household or social contacts have or had symptoms of the virus.

Membership News

Since the last newsletter and at the time of writing eight new members have joined us. Please join me in formally welcoming Trevor Strudwick, Clive Green, John Jones, Philip Spencer, Neil Strudwick, Bob Derham, Robin Russ and Les Wyatt to the club and we hope to see them at the lake side.

Nine members have not renewed their membership this year, so total membership now stands at 89.

New members are always 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

Sale of Donated Items

The items featured in the last newsletter raised a total of £50.00 which was donated to the RNLI. I received a letter from the local branch Secretary expressing thanks and gratitude to club members. Due to the virus the RNLI has not been able to carry out their normal fundraising activities so any help at this time was particularly appreciated.

Visit by members of the Vintage Model Yacht Group (VMYG)

On the 23rd of August a number of members of the VMYG came to the lake to sail their boats. It was a fine summer's day with a good turnout of members, socially distanced of course, and at one point I counted 28 boats of all types and sizes on the lake. The VMYG Secretary sent the following as an email the next day.

Thank you and the Basingstoke club for your kindness in hosting us yesterday Sunday 23/08/20...there was a degree of club intermingling I note even to the point of the sale of a fine Alexander yacht to one of our members!



Hopefully we will see members from the VMYG return to the lake sometime next year.

Reg Rees has kindly written an article on the progress of his latest build.

Fleetfoot

When I last wrote in our newsletter, I mentioned that my next model was going to be a vintage fast mahogany runabout called Fleetfoot, which came to my attention via an article in the Model Boats magazine. The model is based upon a full sized craft popular in the 1930s and 40s. I also mentioned that I had purchased the plan and scaled it up from approximately 33 inches to a little over 40 inches to give me greater flexibility in terms of battery positioning and voltage.

Well I started what was always planned to be a slow build (and what with one thing and another it's proving to be a very slow build), so with completion still ages away I thought I would give an update on progress so far. However before I start I wish to

apologise for the absence of any photos. This is because we have an old laptop at home which seems to have given up the ghost as far as importing photos into it is concerned. I'm currently in the middle of extensive negotiations with senior management regards a new laptop. I've reached the delicate stage of trying to explain a replacement laptop is a question of need rather than want. The fact that I would like a particular one has yet to be introduced into the negotiations. Anyway onto the build so far:-

The first job was to trace out the various hull components onto 4mm and 6mm ply. As luck would have it, I had previously saved the plywood used for the drawers in our bed when it was replaced. It's surprisingly good ply, perfectly flat with no twists or bends in both 4mm and 6mm thickness, so perfect for the bulkheads and keel members. Once I started tracing out onto the ply however, it became apparent there were inaccuracies in some of the dimensions of the individual parts drawn on the plan. Initially I assumed that the scaling up was the cause, but although this magnified the errors they are still there on the original plan. In the scheme of things the inaccuracies are not large but I want this to be an accurate build, so going forward I tended to ignore the individual part dimensions and work directly from the side and plan profiles shown.

Having traced out the bulkheads and keel members, they were then cut out and sanded to their correct dimensions. I did however deviate from the plan when cutting out the bulkhead extensions. These are needed because the model is built upside down on a building board with the bulkheads extended to a common length so they can be fixed to the building board. On the plan, many of the extensions are close to the width of the bulkhead. This is fine, but to my mind makes it a little awkward to sand the finished side planking level with the deck stringers. I therefore reduced the width of each bulkhead extension by 25mm each side to make sanding to deck level easier. When cutting out the Bulkheads I also allowed for intermediate stringers, as I was going to double plank the hull unlike the single planking shown on the plan.

Once completed, I then found my old trusted building board made in the days when good quality flat plywood was more readily available than it is today, and marked out each bulkhead position at right angles to the keel line. I then attached the bulkheads to the building board by screwing the extensions to lengths of 20mm soft wood, which were then themselves screwed to the building board. I find this method allows the model to be easily removed from the board as needed and accurately replaced.

Once I was happy each bulkhead was lined up correctly with the position lines on the building board, I pushed the keel in place ensuring that the bottom of each bulkhead lined up to a pre marked position on the keel that denoted the planking line. The next job was to glue the chine and deck stringers in place making sure the structure remained square as I went along. I used laminated Lime wood for the chine stringers and Obechi for the deck stringers. To complete the hull framework I then attached intermediate lime wood stringers. As per the plan, all the stringers are attached directly to the keel front at the bow with no breast hook or bow doublers in

place for support. I considered making up some doublers but decided to follow the plan using plenty of epoxy glue to ensure a high strength bond.

Having made the basic hull framework, I sanded the complete structure, fairing in all bulkhead and stringer edges to enable the initial planking to fit correctly with minimal lumps and bumps. This took a surprisingly long while, during which I constantly kept rapping my knuckles against the wood holding the bulkheads down. Apparently I was heard muttering the odd oh dear or something along those lines! Anyway, once finished I was now ready to apply the initial planking. For this I had 1mm marine ply which I cut into 25mm wide strips for the bulk of the hull with 10mm wide strips near to the bow, all laid at 45 degrees. The planks were pinned in place to ensure they followed the hull shape which has both concave and convex sections but it was all very straightforward. I then gave the hull a good sanding including removing it from the building board to bring the planking level with the deck stringers.

Up to now raw knuckles aside, all was going reasonably well, but that was soon to change when trying to apply the outer mahogany planking.

A little after receiving the plan, I decided to order all the wood needed for the build up front so I had all the wood needed without having to think about further ordering. Along with two sheets of 1mm ply for the initial planking, I ordered sixty 12 x 3mm mahogany planks for the hull, twenty 10 x 3mm planks for the deck and several 3mm thick Mahogany sheets and strips for the deck, cockpit and internal structure.

Once received all was stored ready to be used as and when needed. Well having completed the initial planking I was now ready to apply the mahogany planking. Of the 60 planks for the hull, only 5 were anywhere near straight along their edge, the rest were either curved or double curved going one way then the other like a shallow S shape. The deviation from straight when their edges were put against a flat surface ranged from 20mm to over 50mm. I should have followed common sense and reordered or at least complained, but I ignored common sense and proceeded with the planking. Due to the hull shape, some planks need to twist one way as they go towards the bow and then the other way as they go towards the stern. In addition they also have to bend inwards to follow the curvature of the hull. I tried using planks with a cross grain for these areas as they were slightly easier to bend against their width, but given the amount of plank distortion it was a challenge to get any of the planks to lay along their correct line.

When planking the hull bottom I had no choice but to permanently pin a few planks in place which I didn't want to do, and also had to reluctantly incorporate several stealers. I had a known straight edge along the keel which is where I started with a couple of the 'straight' planks, but it eventually became impossible to lay the planks against each other even with pins, hence the stealers. *A Stealer in shipbuilding terms is the endmost plank of a strake which stops short of the stem or stern according to Wikipedia.*

For the side planking I first drew a line with a known straight edge along each side above the chine to determine the first plank position. I then got two of the remaining

reasonably straight planks and glued them along that line. After that it was a question of trying to 'encourage' each plank to lay against its neighbour, with each plank getting progressively more stubborn due to the compounding of the unwanted curve within each plank. I did at one point also try to use the curve/s in one plank to offset the curve/s in another but that didn't really help. However, I managed to complete the side planking without any pins or stealers which was the main objective.

The complete planking process took ages, because for the majority of planking I had to glue and hold each plank in place a few inches at a time sufficient for the glue to hold it, which was about 15 minutes. I then had to wait for the glue to set hard before moving on to the next part of the plank, so something like a day per plank and there's getting on for 40 planks. I can assure you that when that last plank went on it was definitely a joyous moment. Was it worth it? I thought about that long and hard while I waited for my fingers to stop aching. However, after giving the model a good sanding I must say it looks surprisingly good, so yes it was worth it.....Just.

Having now removed the bulkhead extensions, I turned my attention to the removable engine hatch and associated framework. This needed to be done next so I could sand the top of the bulkheads together with the engine hatch and framework to the correct camber ready for the deck planking. The plan suggests that once the engine hatch and framework is made, the engine hatch is held within its framework by thin wood packing and the whole lot sanded. The deck is then laid over the engine hatch so there is an uninterrupted planking line. The hatch is then cut away from the framework by razor saw, thereby ensuring an accurate planking line over the engine hatch. Once having made the engine hatch and framework, I wedged in the hatch as per the plan and sanded the complete deck area down to the bulkhead camber lines, which I had pre marked on each bulkhead. However for the deck planking (which I haven't yet started), I have removed the engine hatch from its framework and I will plank the deck and engine hatch separately. It will mean matching up the wood for each individual deck plank to ensure no miss match across the engine hatch, but I prefer this to cutting out the engine hatch in situ.

I have recently made up a stand in readiness for the deck planking but that's about it so far. Once again apologises for the absence of photos but hope the above has been of some interest.

Many thanks for taking the time to read this

Reg Rees.

P.S. Breaking news. There has been major breakthrough in the laptop negotiations. Senior management has recognised the need for a replacement. The next step is the very delicate task of convincing her that a particular laptop (that I've had my eye on for some time) would be the best investment..... for us both of course. Maybe with luck I will be able to include some photos in my next progress report.

Keith Ebsworth has written about building his impressive Schooner.

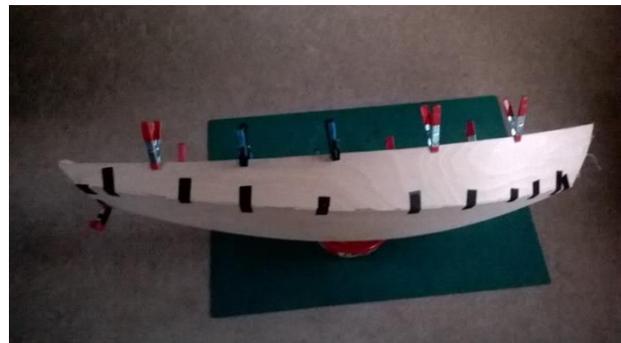
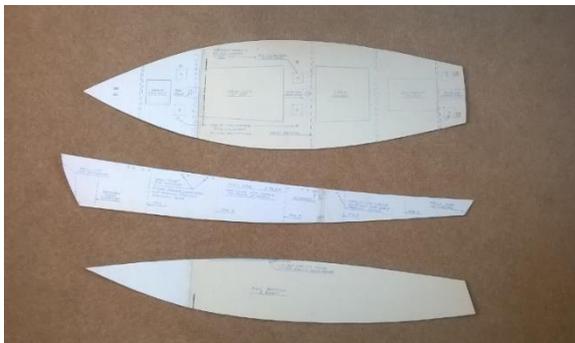
Some of you may have seen my latest build at the pond; it's difficult to miss with the multi-coloured sails. I decided in summer 2019 that I wanted to build a 2 mast schooner but had no success in getting plans as the UK suppliers I found only printed to order and it was difficult to find out how much detail was included.

Searching the web I came across a design by an American, Gary Webb of Bearospace Industries. Gary released his "Irene" design in 2015 and since then it has been built by many people around the world. This has resulted in over a hundred pages on a radio control forum and numerous YouTube videos.

Decision made I placed an order at Bearospace Industries.com who contacted me immediately with an offer of cheaper postage options. A week later the plans arrived consisting of 7 sheets, 2 of which are life size to use as templates. The plans detail every part needed included alternative sail arrangements plus Gary has a YouTube channel Sailtails where he shows some construction details and how to make such items as blocks and sails.

Gary specifies 2.5 mm plywood for most of the build. (Apparently American stores get this as protective material on doors during shipping and will give it away.) I opted for 3.5 mm as it was easier and cheaper to get hold of.

I traced the main pieces of the hull and deck onto cardboard and used these as templates.

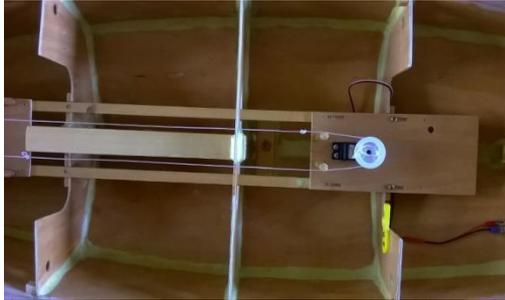


Fortunately Gary's construction method doesn't rely on very accurate cutting and gluing as I found I had a few gaps when parts were taped and clamped together. I think this may have been due to using the thicker plywood and not allowing some overlap to account for it. All parts of the hull are glued using two part epoxy and then the seams are sealed from the inside with two part epoxy filler. I used Milliput as it gives hours of working time to manipulate it into place before leaving to harden overnight. The deck and bulkheads were fitted temporarily while the hull glue set to keep all pieces in correct alignment. The picture does not do justice to the amount of clips and tape I used. At one point I did not have room to fit any more.

Tricky bit over, now the fun could start.

I had already decided to complete as much as possible before fitting the deck because although Gary has left plenty of access holes in the deck I didn't think my patience would run to working through them.

Parts of the bulkhead have to be removed to fit the fin trunk for the keel and then the runners for the sail controls were fitted.



The sail control consists of a drum servo towards the stern and a plastic pulley wheel at the bow giving a loop of about 18 inch length.

All of the parts including the runners can be unscrewed and removed through access at the stern for replacement or repair.



Plastic guides were fitted to stop the sheets from tangling and the rudder support was glued in place. Yellow Milliput is clearly visible on the seams.

Wooden blocks were fitted inside the hull to support the deck as I noticed it did not curve very well even when clamped to hold it down to the bulkheads. Again this could have been due to using the thicker plywood.

After applying glue to the deck edge and underside it was screwed down to the blocks. The screws were removed after the glue had dried and the holes filled. When checking later I found one area of the deck was slightly high but the thickness of the plywood allowed me to sand this down before planking.

The final action before painting was to fit comings around the hatch areas and make and fit the cabin sides. I also added an extra thickness of plywood inside the gunwales and drilled holes and fitted eyelets for shroud attachment points. The plan shows holes drilled directly into the 2.5mm plywood but I was concerned about the strength in high winds.

The hull was painted with Ronseal 10 year exterior gloss in Forest Green. Despite several attempts I was unable to get coverage without brush marks showing and applying heavier layers resulted in sags. I resorted to light sanding to remove the brush marks and relying on the yacht varnish top coats to restore the gloss finish and provide some protection when “mooring” against the pond sides.

Comings and cabin having been painted I started making hatch covers, cabin roof and planking the deck. I used some 1.5mm Walnut sheeting purchased from Mantua models. As it comes in limited width I used several pieces glued sideways for the larger areas and cut strips for the deck planking.



The masts, booms and gaffs are made from hardwood dowels which I bought from Lavers timber merchant as the dowelling from the DIY stores were jointed and I have previous experience of these cracking at the joint. They were tapered by sanding and then stained with a medium oak finish and yacht varnished for protection. The gaffs were made in two parts slotted together and glued.

The sails are made from poplin cotton to Gary's plan and YouTube video and attached to the masts using rings cut from 22mm plastic pipe painted to look like wood. The rings for the Jib sail are cut from ballpoint pen tubes.



The shrouds and stays are 2 mm Dyneema and I got to practice splicing eyes, something I had never done before. I found the first one, the bob stay, very tricky and it is not very neat but subsequent ones become easier and look much better. The shrouds fit to the gunwales using pelican clips which are retained by aluminium tubes. This system enables me to remove the masts and bowsprit for easy transportation and provides some entertainment at the pond at my assembly time especially if it is a bit windy. The winch line and sheets are also Dyneema, 1mm and 2mm respectively.

The working skipper was donated by my wife and was added in tribute to Gary Webb who fitted a bear to his original build Irene. His head was removed and a micro

servo inserted in his chest to enable control of his head from a separate channel. His arm is tied to the wheel and a servo in the helm box is linked to the rudder channel so rudder, wheel and arm move together.

Again full instructions for modifying the bear are on YouTube.



The first few sailings resulted in one major modification. After getting hooked up on something in the centre of the pond I removed 4.5 inches from the keel now giving a depth of 17 inches below the waterline. Gary designed "Irene" to sail in high winds on large lakes so shortening the keel has not adversely affected it in the conditions we get at Eastrop.



Since "Irene", Gary has added more boats to the Bearospace fleet so it's worth taking a look if you are considering a scratch build. Catch me at the pond if you want to know more.

Info.

Plans: www.BearospaceIndustries.com

Sailtails: <https://www.youtube.com/channel/UCC5wnKAdsEdnzAitf4H0XeQ/videos>

RC Forum: <https://www.rcgroups.com/forums/showthread.php?2550991-Bearospace-schooner-Irene>

Hansa-Jolle Article #2 Andy Clark

The build process continues sometimes at a slow rate but there is no rush. Following on from the success of completing the cabin door, I moved onto the frames that are fitted into the hull. A number of the frames had to be fitted with 4x4mm Larch strengthening strips which were cut from the 1metre lengths provided in the kit, according to the instructions. This was a major mistake as I found out weeks later that these lengths were required as outer and inner stringers on which the deck is mounted after the frames and bulkheads had been installed in the hull. More on this later.

The frames, after a couple of coats of varnish, were fixed onto the plywood keel plates and as such formed three sub-assemblies: bow, centre section and stern. The cabin side panels, after a few coats of varnish, were then fitted to the centre section and the rudder mounting holes carefully measured and then drilled through the hull's stern transom.



Starting with the bow section each sub-assembly was fixed in the hull and to the adjoining sub-assembly using a combination of superglue, rapid set Araldite and lengths of masking tape to hold the frames to the hull interior whilst the glue hardened.



At this stage I was feeling rather pleased with myself and started to install the outer and inner deck stringers and bearers to which the deck fittings for stays and shrouds will eventually be mounted. It was at this point, step 55 of 120, that the error of cutting the 1metre lengths of 4x4mm strip became terribly apparent. The 4x4mm strips I should have used were located in a plastic bag all cut to the required lengths, did wonder what they were for! I may have made a few choice phrases along the lines of "stupid boy"!

I now required to source some more 4x4mm strip in lengths of 1metre. After trawling the internet Mantua models of Windsor were able to provide Lime wood in 4x4mm by 1metre lengths, minimum quantity of 10, plus delivery by Hermes for a reasonable amount. It appears that lengths of 1 metre attract a very expensive cost of postage via the Royal Mail so Mantua use Hermes for their deliveries.

2 days later the package was delivered in a heavy duty cardboard tube which as you can see from the photo was broken in the middle! No wonder that the delivery driver didn't hang about. Fortunately only 1 length had been damaged and this was able to be repaired with superglue.



The outer stringers were cut to length and fixed to the tops of the frames and interior of the hull, ensuring that they did not project above the edge of the hull. Superglue and multiple clothes pegs were used as clamps to make sure the stringers did not bend between the frames.



With all deck stringers installed the centreboard, after being spray painted a copper colour, was glued into place using Araldite to make a hopefully waterproof seal. The model requires an additional 1.5kg of ballast and after a long internet search loose lead shot was located on eBay at a reasonable price and 2kg have been ordered with delivery due in the next couple of days.

Latest news: The initial test float in the bath confirmed the centreboard seal is in fact watertight so the build can continue to the next stage. The duck gives an idea of scale!

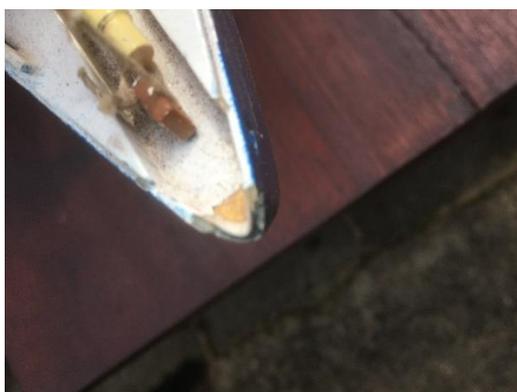


Well that's all for this edition, I will provide an update on progress in the next newsletter.

For Sale

David Leigh has two sailing yachts for sale, the larger one is 42 inches long with fiberglass hull and planked deck. The smaller one is 20 inches long made of hard plastic, it has had some repairs and has a small chip on the bow.

David is asking £75 for the large one and £25 for the small one or very near offer.



David can be contacted on Home 01252654564 or Mobile 0789057763

Close

Well that's it for this issue, my thanks to Reg and Keith for their articles. According to word count there are a bumper 4426 words in this edition and I hope you found at least some of them worthwhile.

I am always looking for and welcome contributions to newsletters so please feel free to send anything to me for inclusion in the next or future editions.

In the meantime keep well and may see you at the lake one day.

Cheers

Andy

PS To save costs the Newsletter is printed in black and white so you miss some of the detail of the photos in colour, etc. – if you would like to see it in full colour I will as usual place a copy on our BMBC website.