BASINGSTOKE MODEL BOAT CLUB

Newsletter

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June 2022

Car Parking charges at Eastrop Park.

Plans to introduce parking charges at Eastrop have been put on hold while the council considers a petition. Basingstoke and Deane Borough Council has confirmed that parking will remain free at Eastrop Park until it has "taken the time to review" a petition signed by nearly 1700 people. The petition is expected to be handed in to the full council on July 14 so parking will remain free until at least this date.

On Saturday 28th May a protest against the introduction of charges was held in the car park close to the lake which was attended by dozens of protestors waving placards and chanting "free parking for the park". A number of club members took part and an online petition has now reached over 1680 signatures.

Memorial Bench
On Sunday 8th May family and friends of Jim Molay gathered at the newly installed memorial bench to remember Jim and admire the bench. It was a pleasure to meet them and to share reminiscences of Jim.

East Basingstoke Natural Environment Consultation
The council is seeking the public's views on how the parks and open spaces towards the eastern edge of Basingstoke, could be protected and enhanced to provide a robust green infrastructure network for the future. The parks include Eastrop and 6 other open spaces.

The council has carried out some preliminary assessments and surveys of the area, producing some initial ideas for how these areas could be improved. A pop up display was at Eastrop Park on the morning 18th June which I attended and made comments about parking charges and the lack of toilet facilities during the winter months.

Further details on the proposals and an online comments form can be found at East Basingstoke Natural Environment Management Plan I recommend members take the time to review and where appropriate submit their comments.

Membership News
It is with sadness that I report of the passing of **Dave Moseley** from Odiham. Dave passed away in April and his family are planning a celebration of his life the afternoon of Sunday 3rd July. Chris Cole plans to attend to represent the club. A condolence card has been sent to his family on behalf of all members of the club.

Jack Sharp has been in the wars resulting in a couple of periods in hospital over the past few months. I am sure that all members will join me in wishing him well and we hope to see him at the lake whenever he can make it. In the meantime he stays connected with the club through newsletters.

Charlie Redford one of the founder members of the club has moved with his wife to be near family in Andover, we wish Charlie all the very best and maybe we'll see him at the lake one day.

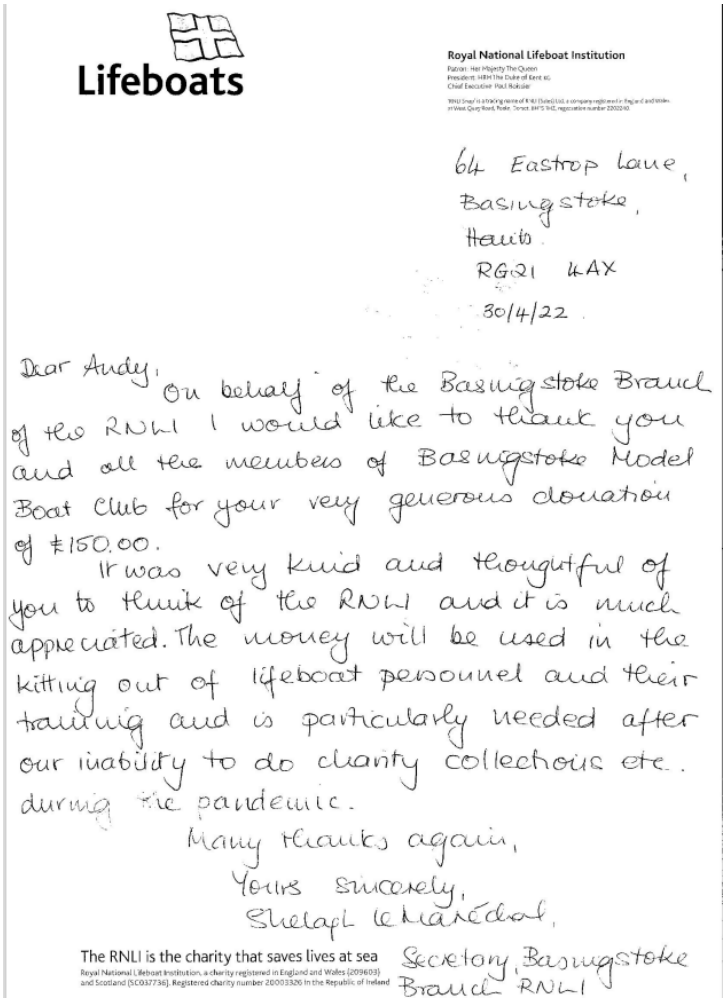
For various reasons a number of members have not renewed and at the time of writing the paid up club membership now stands at 102 including 3 junior members.

Since the last newsletter we have welcomed **Peter Handslip, Thomas Morley (Jnr), Mike Kulagin, Mat House, John Fox, Jym Leddy, David Leddy, Andy Gleave, Daniel Gleave (Jnr), Brett Skelton and Stephen Cooke** We look forward to meeting and seeing you all at the lake when you are able to attend.

Sale of Boats

Since the last newsletter 3 boats of the late **Peter Ebbage** were sold to members by his wife and £310.00 was raised which was donated to St Michaels Hospice in Basingstoke.

A further 3 boats from ex member **Dave Peates** were bought by members and the money £150.00 was donated to the Basingstoke branch of the RNLI. See letter of acknowledgement below.



Lifeboats

Royal National Lifeboat Institution

64 Eastrop Lane,
Basingstoke,
Hants.
RG21 4AX
30/4/22.

Dear Andy,
On behalf of the Basingstoke Branch of the RNLI I would like to thank you and all the members of Basingstoke Model Boat Club for your very generous donation of £150.00.
It was very kind and thoughtful of you to think of the RNLI and it is much appreciated. The money will be used in the kitting out of lifeboat personnel and their training and is particularly needed after our inability to do charity collections etc. during the pandemic.
Many thanks again,
Yours sincerely,
Shelagh Le Marechal.
Secretary, Basingstoke Branch RNLI

The RNLI is the charity that saves lives at sea
Royal National Lifeboat Institution, a charity registered in England and Wales (209603) and Scotland (SC037736). Registered charity number 20003326 in the Republic of Ireland

First Informal Club Steering Competition

On May 15th the club ran it first, informal steering competition. The course was 6 gates and a floating buoy. The competition was run as two independent rounds, one running just a boat and one towing a barge.

Round one, boat only, saw 11 competitors, a lot of laughter and fun and some exceptional navigation. Once all of the times were correlated Reg came out the winner, a clear 9 seconds faster than his closest rival.

Round two, boat with barge, had a smaller entry with 5 competitors, and we saw some exciting action. Interestingly, our winner Brian, even managed to sink the barge but still turned in the fastest time, more than 20 seconds quicker than his closest rival.

The general feedback was that the informal competition was fun and we will be looking to run another one this summer, hopefully with less rain than this time. A big thank you to Phil for 3D printing a trophy for each winner, and to everyone who competed.

Basingstoke and District Model Engineering Society - Miniature Steam Gala 9th and 10th April 2022

In April we were invited to attend the Basingstoke and District Model Engineering Society - Miniature Steam Gala. Originally, we were to attend along with Portsmouth Model Boat Club, unfortunately they were hit with a covid outbreak, and we attended as the only model boat club there. Club member Jimmy kindly donated a small pool for us to show some of our boats afloat, and other boats were displayed on a number of tables under gazebos.

In excess of 20 boats were displayed, and a number of members, including Dave, Joe, Terry, Nigel, Jimmy, Phil, Keith, Chris, Andy, and Nigel, attended and spoke with interested members of the public.

Many thanks to Carl and Phil for these articles.

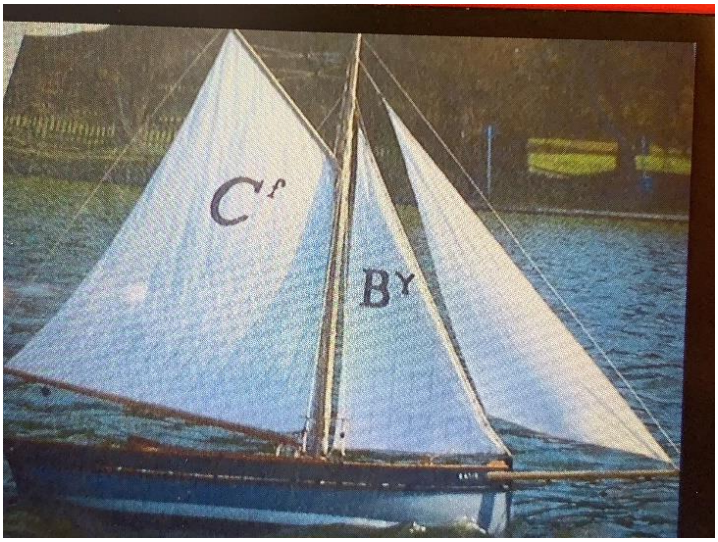
Vintage Model Yacht Group
Thanks to Phil this has been scheduled for Sunday 21st August when again we will be able to see a number free-sailing boats take to the lake. This has proved very popular in the past so I hope that members will turn out in force.

Popham Airfield Show 20th to 21st August
The club has been invited to exhibit at this show, but our events coordinator Phil has struggled to have a meaningful communication with the organisers. Hopefully a clear picture will evolve over the coming weeks.

Now comes the article from Chris Phillips on building his Bristol Pilot's Cutter that was held over from the March edition.

Gaff rigged pilot cutter Katie
A year or so ago I purchased a GRP hull and plans from Sarikhobbies for a scale model of the fast and manoeuvrable Bristol Pilot Cutter. The plans consisted of three full size AO drawings. No instructions for building the hull were included. Katie is a smaller version of the pilot cutter, is easy to transport and ideal for use in shallow waters. This hull is not a copy of any particular cutter but designed by D.H. Alderton

to be deeper than normal, which allows her to perform well in high winds. Only the GRP hull is provided so all parts and materials have to be sourced and made.



Model details

Scale	**1:12**
Length	**1012 mm (40 inches)**
Beam	**320mm (12.5 inches)**
Draft	**190mm (7.5 inches)**
Ballast	**7 kg lead shot.**
Overall length (hull + bowsprit)	**1320mm (52 inches)**
Bottom of keel to top of mast	**1370mm (54 inches)**

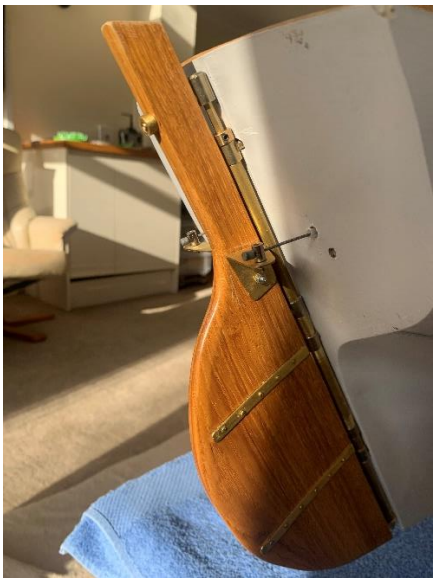
Hull completion

The fitting out of the hull was done as normal with any GRP hull. My method was to glue two 25mm wide strips of 3mm birch ply to the bulwarks, using epoxy resin and then fit the deck beams. I made eight extra-long clamps from 15mm square wood, m4 threaded rod, nuts and washers to clamp the strips in place. Tracing from the drawing a deck beam template was made from thin ply. The 12mm thick deck beams were fabricated from 6mm ply epoxide together.

Each main beam was cut to fit between the bulwark side strips. This task was very time consuming and required a lot of patience, as the beam ends were double angled to suit the camber changes of the hull. The deck beams were fitted leaving access for the cuddy at the stern and large hatch in the centre. Hatch coamings were cut from 1.5mm and 3mm ply.

A 180mm length of 21mm dia. Aluminium tube was cut to leave 30mm protruding above deck for the mast support. The lower end of the tube passes through a 20mm ply block, fixed to an 80mm wide shelf made from 6mm ply. This shelf is epoxide to the GRP hull. Care to set the tube straight and upright being important, to ensure that the sails set correctly.

The large rudder was laminated from two 6mm strips of oak epoxide together to give the required 12mm thickness, then cut to profile and slightly tapered. I made the pintles by modifying some redundant cabinet door hinges.



A Howes metal geared 17kg Hi torque servo was mounted under the cuddy and a closed loop system operates the rudder. The servo is installed using fine twisted wire (cycle gear change cable) through a plastic guide tube to the rudder horns. This cable was a good fit, using standard adjustable rod connectors. After a number of trial tests I made the brass rudder horns.

A Hitec HS 805BB sail arm servo (25kg torque @ 6 volts) supported by a 100mm wide shelf made from 6mm ply. I made a double sail arm from 3mm ply, one side controlling the main sail and the other for the foresails.

Deck hatches and fittings.

The fore deck skylight is easily removed to aid inspection and constructed from 3mm mahogany with a brass porthole. The removable main cabin on my model gives access to the on board equipment area and large sail arm servo. The sides are made with 3mm ply with three brass portholes on each side. A curved roof was made using 0.8mm ply.

The removable cuddy gives access to the rudder servo. Constructed from 1.5mm and 3mm ply and 0.8mm and 3mm mahogany. I made the handrails from 2mm and 4mm dia. brass rod. Mahogany and brass sheet was used for the deck fittings, like the bowsprit supports and samson posts.

Mast and spars.

I constructed the mast and spars using B&Q long pine dowels, checking for clear straight grain with no knots or joins. (This took some time). For the mast I used 21mm dia. and 14mm dia. for the boom, bowsprit and gaff. I tapered the gaff to 12mm dia. to 9mm dia. over its 570mm length. The gaff jaws were made from mahogany. Mast and bowsprit were fitted with slots and 12mm dia. brass sheaves for jib halyard and outhauls. I also made a three part brass gooseneck for the boom.

Construction of pulley blocks.

I also made the working pulleys, twelve single and one double plus spares. 10mm dia. brass sheeves (sold in packs of ten) were purchased from Mantua Model UK. The blocks were made from lengths of 9mm square mahogany. A template was made with the slot cut out and slightly longer than the final block size. This was used as a guide for drilling 3mm holes then opened out with a small file to produce the

slot. Several blocks were produced at a time and cut off with a small razor saw. A 2mm dia. hole was drilled through for the 1.83mm dia. brass spindle. Both ends of the block were then rounded off. With the sheave and its spindle fitted in the block, the rigging cord was used to check that the pulley moved freely.

I used copper wire (electric cable earth wire) to attach the end rings and also retain the sheave spindle. These rings were made from B&Q extra small brass screw eyes. A small groove was made on each end to locate the copper wire, (I used a bit of abrafile blade). The wire ends and rings are soldered together. The stainless steel eyebolts for attaching the pulley blocks were made from M2 threaded rod. This was a fiddly job but once started had to be finished.

Thanks Chris we look forward to seeing the completed model on the lake. No pressure!

Next, an article from Reg Ress on the conversion of an old model to one that meets his standards.

Reg's boats – Bowman

A few months before the Covid Pandemic started, I spotted an old Bowman model Steam launch minus its steam engine on EBay. I didn't mind it not having the steam engine as I thought the model as it was would make an ideal short term conversion project to electric if the price was right.

I therefore promptly enlisted the services of our family EBay expert namely our daughter Rachel, and gave her the task of buying the model. Rachel contacted the seller and managed to obtain the model at the auction starting price which I thought was a very impressive result. Apparently she said something on the lines of her old dad loving the boat, always wanting one but being an old age pensioner etc. etc.

Anyway a very well wrapped package arrived a few days later and the seller re-contacted and thanked.

The deck and the three cabins that form the superstructure are all made of Brass. Yes that's right the deck was brass. All of this sits on a sub deck within the wooden hull. Apart from the brass surfaces being extremely tarnished with the odd dent and scratch here and there they were all sound as was the hull. This had a few dents and nicks and a very well-worn paint finish as one would expect but overall was fine. Basically the model just needed a complete overhaul.

The model is fairly small at 31 x 6 inches but with lovely lines emphasized by the vertical bow and angled transom often found on old launches. Originally the model would have been bought new fully made complete with steam engine, with steering via an adjustable tiller above the deck. It has a flat bottom which is typical of this type of model so it's never going to be the most maneuverable of boats, but being a little unusual I thought it may generate interest at the club pond. I then put the model away until my then latest model Fleetfoot was completed. With Fleetfoot completed (as per my previous articles), my attention turned to the Bowman model early this year. Having now finished converting / upgrading the model I thought I would give an outline of the processes involved:-

Before I started anything, I gave considerable thought regarding how much upgrading I really wanted to do. I wasn't sure if I should just plonk in an electric motor and kept everything else 'authentic' or make further changes. In the end I decided in order to make it a more useable model I did need to make some changes.

The first change concerned the brass deck, which apart from being extremely heavy relative to the size of the model was a very poor fit. It was made in two halves, one of which would need to be extended in order to fit. I therefore decided to ditch the brass and plank the deck with Mahogany to match the Mahogany rubbing strip already on the hull.

The second change concerned the three brass cabins which literally just sat on the brass deck with no means to keep them in place. Even with a wooden deck this would be totally unsuitable on a working model on all but the smallest of ponds, as even a slight rocking tended to move the cabins. The challenge therefore was how to make the cabins removable but at the same time secure when attached to the deck.

Apart from the forward cabin which has a flat base across its entirety the middle and rear cabins had just an external 15mm right angled flange that ran the length of the cabin sides to sit on, so they had no base as such. Obviously this was to allow for the steam engine.

Taking the forward cabin first, I decided (before gluing the roof on), to fix two locating bolts into the cabin floor. These would then slot into holes drilled in the Mahogany deck (when laid), through into the sub deck. Apart from getting the two locating holes in exactly the right place, this has proven to be a very easy but effective way of keeping the cabin secure but removable.

After much thought regarding how to get the other two cabins to stay in place, I decided to remove all or most of the flange so that with a bit of pressure on the cabin sides, they would fit into a hatchway already in the sub deck. Upon releasing the pressure the cabin sides would then go back to their original shape and press against the hatchway sides, thereby staying in place. This worked a treat, and just needed a lip at the bottom edge of the hatchway to stop the cabins being pushed too far downwards.

With the cabin issues out of the way I proceeded to plank the deck with some old Mahogany strips left over from the Fleetfoot build, with Walnut used as caulking. During the planking process I noticed the odd caulking gap here and there, but to avoid the deck looking too new I left them.

After completing the deck I then had to think about how to steer the model using radio. The model was never designed or intended for radio control, steering was simply via a manually positioned Tiller arm above deck level. The Tiller arm was secured to the Rudder post by screwing the arm against it within a brass coupling.

Initially I thought about steering from below deck, but due to the angle of the Transom the Rudder post is mostly on the outside with zero access internally. This meant that any linkage would have to go out through the Transom very close to the water line. In addition the gap between the deck and the hull bottom doesn't allow for even a micro servo near the Transom, so it would require a long linkage set up as with some aircraft. In the end I decided to keep faith with the original design and steer from above deck. I first cut out a section of Mahogany planking the size of a micro Servo. I then removed a smaller section of the sub deck leaving a 'shoulder' for the Servo to screw onto. I then drilled a couple of holes in the Tiller arm for linkage to the Servo. Everything seem to line up and work ok, although there wasn't as much Rudder throw as I would have liked.

My attention then turned to the hull. Firstly I gave the deck planking and rubbing strip a light sanding followed by a few coats of thinned down oil based matt varnish. Once done I gave the hull a heavy sanding before painting it with several coats of thinned down Oil based Cream gloss which I think looks good against the Mahogany. As with my usual practice I then gave the deck a final coat of thinned down matt varnish, although to my eyes it still looks more satin than Matt?

During the hull finishing process I installed a small 6 – 10 volt, 800KV brushless motor with a 30amp ESC. I kept the Rudder, Prop, Prop tube and shaft as supplied with the model. For power I can just about fit in a 7.2 Volt Nimh battery immediately forward of the motor. I could use a Lipo but the current battery arrangement has proven to work fine.

Once all this was done I cleaned up the brass work. This took a fair time due to the state of the brass but it ended up looking really nice. There's a few dents here and there but this tends to reflect the age of the model and in my eyes at least doesn't distract from the overall look. I also glued brass tubing onto the lower parts of the two plastic deck vents supplied with the model to keep with the brass theme.

The other week in mid-May I took the Bowman to Eastrop for a trial run. I knew that given the flat bottom, the smallish prop and limited rudder throw the model was never going to be the most nimble of boats, but rudder response was woeful, virtually requiring the whole width of the pond to turn. Applying more speed helped slightly but anything getting close to half power washed water over the bow. I ended up walking round the pond a few times keeping the model a few feet away from the edge avoiding having to turn. Still I received a few positive comments from both members and non-members, and I must say although small she looked good on the water.

To increase Rudder throw I have now lengthened the servo arm by screwing on a 30mm brass extension to bring it closer to the Rudder post, and reduced the Tiller arm accordingly. At the time of writing I have yet to go back to find out how much improvement this now gives on the water, it certainly can't be any worse, and perhaps I will only need half the pond width!

The only job left is to name the model which I will get around to eventually.

I would like to conclude by adding my sincere thanks to those club members who kindly moved their models out of the way during my walkabouts. Also for the positive comments received, which are very much appreciated.

Below are some photos showing the model as received and the various stages of the conversion.

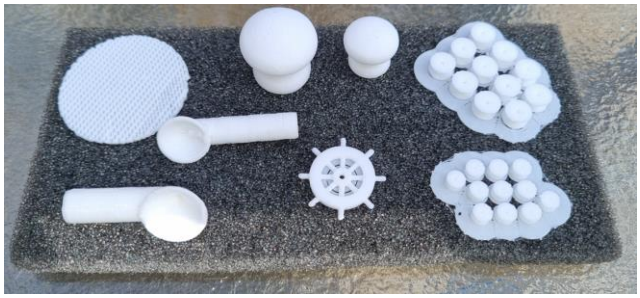
Many thanks Reg, I hope to see the model on the lake soon.

Ian Halloway has written a follow up article on his 3D printing experiences

My 3D Printing Journey

In my first article, included in the March 2021 newsletter, I explained how I had used lockdown and the fortune of being given a 3D printer kit, to learn something new. I recently have been back to the pond a few times and through discussion have discovered one or two others who are dabbling in this fascinating topic. It's now nearly two years since my first experiments in 3D printing.

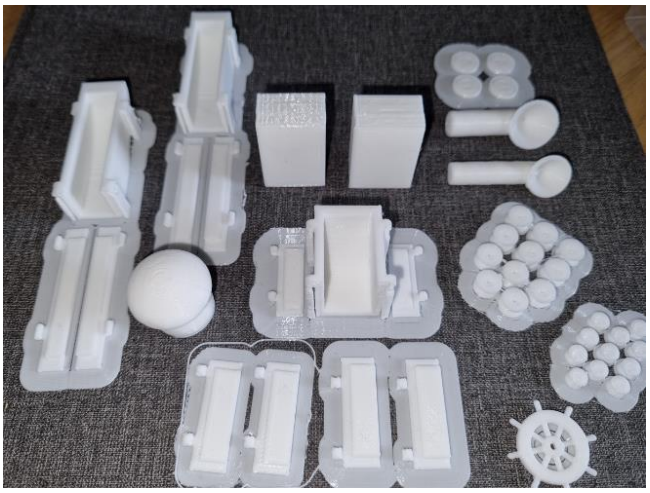
At the time of my first article, I had not really printed out any of my own designs or any boat specific components. I needed to become more proficient in using the various free software's and that has allowed me to print out some components for my current project, a Victorian era gun boat (monitor). This started as a box of bits and a plan picked up from a model engineering show. The original owner had partially built the hull but messed up the dimensions. This has caused me some difficulties with scaling superstructure, components, and fittings, adding to my 3D printing learning curve. I am getting over these challenges and have managed to print some of the deck fittings; thus, the final model will have a mix of shop purchased, handmade and 3D printed fittings.



The plan shows a considerable amount of deck fittings so a fairly detailed model can be made. As an example of the size of components in the above picture the pulleys are 8mm and 4mm in diameter. I have also experimented with producing textured finishes which can be seen in the top left item which is a circle of grating which I can cut into rectangular shapes and place in a wooden frame. I was particularly pleased with the ships wheel, binnacle, and ships engine telegraph.

At the moment, while I am learning, I end up doing a few print runs, adjusting quality

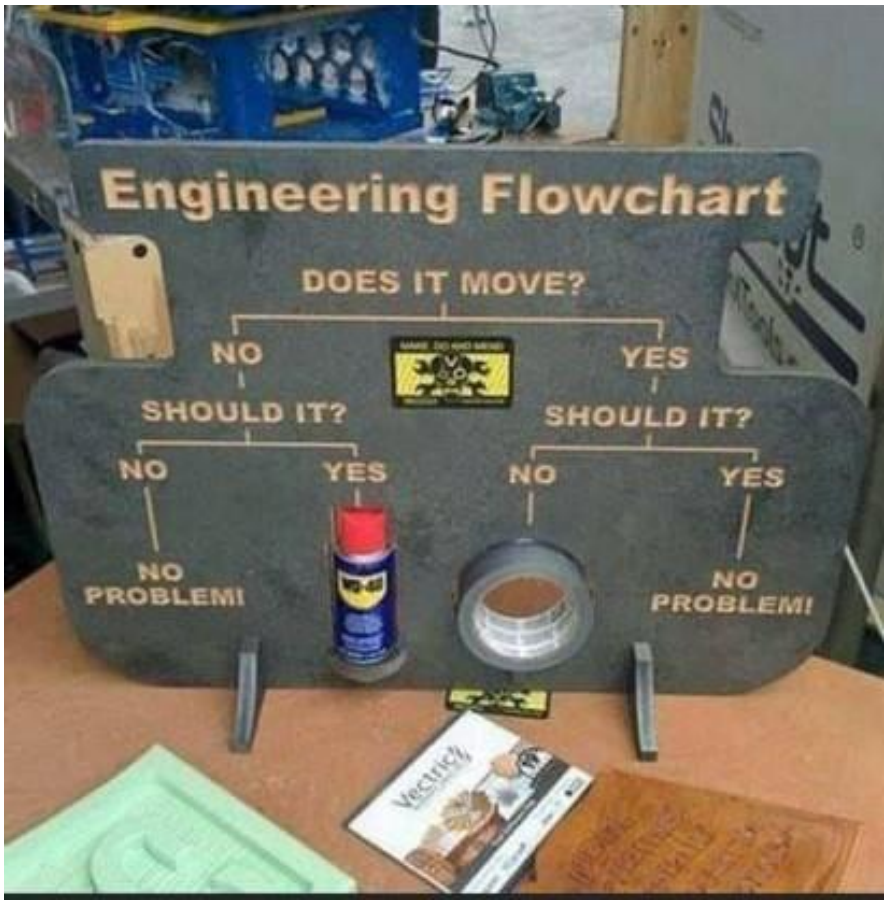
settings between runs. Nothing gets wasted though as all parts not used on this model go into my box of bits. As you can see, I have started producing cabinets and doors. These can be so accurate that using thin wire as hinge-pins means the doors can actually open and close. The middle item is a companionway and will be made to look wooden by gluing wooden planks onto the plastic.



That's it for now. My next project will be a fully 3D printed model. That will be a big undertaking. If you use a 3D printer please introduce yourself to me at the pond as I am keen to learn more.

Thanks Ian this is becoming an interesting aspect to modelling.

Tony Carter sent this comprehensive flow chart as an aid to members!



Close

Well that's it for this issue according to word count there are 4243 words in this edition plus an abundance of pictures and I hope you found at least some of them worthwhile. My thanks to Chris, Reg, Phil, Carl, Ian, and Tony whose contributions made this newsletter, without member's contributions newsletters would be quite short! So please feel free to send me any contributions for the next edition.

As its summer time I will be away in the Alsace region of France for 10 days starting the 24th June. So in the meantime happy sailing and enjoy the fine weather!
Cheers
Andy

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 have a copy added to our BMBC website.