



BASINGSTOKE MODEL BOAT CLUB

Newsletter

Chairman:

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

Secretary/Treasurer/Newsletter Editor

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

Events Coordinator

Phil Hall Email: fishingmania@live.co.uk

Webmaster

Carl Clement Email: carl@alt-view.co.uk

Website: www.basingstokembc.co.uk

March 2023

Membership News

Please join me in welcoming three new members to the club, **Doug Stewart, Keith Wood** and **Roger Stebbings**. We look forward to meeting and seeing you all at the lake when you are able to attend. The current paid up total membership stands at 108.

Membership Fees

The club year runs from 1st April to 31st March. This means that annual membership fees for the 2023/24 year are now due. The level of fees has stayed the same at £8.00 for Seniors, (those aged over 14) and £3.00 for Juniors (those aged 8 to 14) so please can I have your membership money at the earliest opportunity.

You can pay your membership (**£8.00 Seniors/£3.00 Juniors**) in the following ways:-

- By using online bank transfer to the club's account. Sort Code, **23-05-80**, Account number, **42978396**, Account Name, **Basingstoke Model Boat Club**.

Please use your initial and surname as the reference so I am aware who has paid. Where possible I urge members to use this facility in preference to cash or cheque.

Note that the club banks with **Metro Bank**. When paying by BACS be aware that Metro Bank has not yet signed up to the account name checking service and you may receive a warning from your bank that they cannot verify the account name. **Be assured that as long as you have entered the details above then your money will find its way to the club's account.**

- By cheque made payable to **Basingstoke Model Boat Club**, or cash either handed to me or sent to the following address:-

Andy Clark
25 Coniston Road
Kempshott
Basingstoke
Hants
RG22 5HT

- Hand your fees to our Chairman, Chris Cole at the lake side by putting it in an envelope with your name on the outside and he will pass it to me.

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

2022 / 2023 Accounts

As it is near the end of the Club's financial year, I have to make you all aware of our financial position and how your money is spent. Below you will find a simplified version of the Club Account for this past year 2022/2023. If anyone wants to see the actual accounts, receipts, etc. please let me know and I will bring them to the pond for you to view and inspect.

Club year 2022/23 Item	Income	Expenditure
Monies at Bank carried forward	£1,901.82	
Total Income from annual fees	£1,005.00	
Donation to RNLI from sale of donated boats		£150.00
Website Fee (One Com)		£24.71
5x2nd class large for new members correspondence		£1.05
June Newsletter Printing Cost		£87.00
20 2nd Class Stamps @68p		£13.60

2nd Class Stamps @68p		£47.88
Sept Newsletter Printing Cost		£65.10
2nd class stamps @68p		£68.00
Dec Newsletter Printing Cost		£54.60
100 2nd Class Stamps @68p		£68.00
Club Christmas card		£165.00
March Newsletter Printing Cost		£75.60
2nd Class Stamps March newsletter		£81.60
PI Insurance		£73.28
		£975.42
Cheques to be presented to Bank	£0.00	
Cash paid/to be paid into Bank	£0.00	
Monies at Bank 23rd March 2023 after March newsletter costs	£1,826.22	

Midhurst Show Report

The 40th Annual Modellers Show at Midhurst was held on the 12th February at which the club had a wide variety of boats on display. The event was well supported by both keen modellers and members of the public. Thanks go, in particular order, to Alan Spooner, Phil Spencer, Grant Molay, Chris Phillips, Keith Ebsworth and Reg Ress who helped man the display and brought along boats to display. We had over a dozen boats and one "under construction" on display and were the subjects of many a conversation with members from other clubs and general public.

It was also good to see that a number of club members had made the trip to come and see the show and to support the club in general.

The club as usual was located within a hall mainly populated with displays from other model boat clubs plus RC tanks. The main hall which until recent years was solely devoted to model railways, this year also had a number of model boat clubs together with an impressive display of RC helicopters ranging in size from 10 inches to over 4 feet in length. There were of course multiple model railways of varying sizes and gauges for the inner child to enjoy. In addition there were displays by war gamers and military modellers, both aircraft and army equipment.

In two side halls were displayed an array of Meccano models from fairground equipment and rides through to pumping beam engines. I thought the best was an "operating" quarter scale model of a V12 engine and gearbox from a Lamborghini Countach super car. In talking with the modeller, who was also displaying the quarter scale model of the Countach, his original plan was to mount the engine in the car but then realised that no one would be able to see the engine operating. The engine was driven by electric motors and timing chains and white leds showed when the spark plug for each of the 12 cylinders fired in the correct sequence. Not surprisingly this took over a year to build.

The following pictures give an overview of the club's stand and other exhibits at the show.





After the event the following was received from the organisers.

I would like to take this opportunity to thank all the exhibitors and club members who attended the 40th Grange Modellers Exhibition this year. This marked a big milestone for us and is the second time the event has run since the pandemic, so I am pleased to say the event was just as successful as previous years, and it could not have been possible without the support and attendance of you all. It was great to have the event back up and running after such a challenging couple of years, a sentiment I know you all share. With this and a busy January on the fitness side of the business, it's been great as staff to have things feel 'business as usual' once again!

We will not be running a summer edition of the event this year; however, I must now look ahead to the planning of the 41st Annual Modellers Show on February 11th 2024. I know I have spoken with many of you already, but to ensure that I am as organised as possible, I would ask that you respond to me again even if we have already discussed your attendance. I have attached the booking form to this email, so just send this back to me as soon as possible to secure your place. As stated on these forms, we would be very grateful if anyone that can provide their own tables, could do so for future events, as we are limited on the amount we can provide as a centre and hire charges have formed an increasing part of the costing for the event over the past few years. Once again, many thanks for your support this year, and in the past, and I look forward to hearing back from you regarding next year's event!

The 41st show will be taking place on 12th February 2024 and the club will once again be attending with another table top display. I already have a number of volunteers who wish to display boats but more are always welcome.

Basingstoke and District Model Engineering Society Gala Weekend – Viables

This event will take place on the weekend of the 15th and 16th of April and the club has been invited to attend as we did last year. Phil Hall our events coordinator has

kindly offered to run this event and if you are interested in helping out then please contact either Phil or myself.

This will be the 11th Annual Gala held by the society and will feature Traction Engine and Train Rides, Garden Railway, Stationary Engines, Tombola and our model boating pool. The event runs from 10:00 to 16:00 hrs on both days at the **Viables Craft Centre, Harrow Way, Basingstoke, RG22 4BJ**, there is free parking in **Jays Close, RG22 4BS**, behind the centre. Entrance is free but donations to the society are welcomed.

The Popham Airfield Show

I have been informed that this show will take place on the weekend of the 2nd and 3rd of September. Further details are awaited.

Visit by Model Hovercraft Association

Following a very successful meeting last year, the club will once again be hosting the association on the 23rd April. This will be the first of hopefully two visits by them this year. If you have not yet seen these models in action I can recommend a trip to the lake to see them.

Visit by Vintage Model Yacht Group

The VMYG will be visiting us on the 16th July with their collection of non RC controlled vintage model boats. This will be the third year that the group have visited us and they have greatly enjoyed their past visits to the lake.

Rescue Boat in Yeovil- By Tony Carter

Since moving to Somerset, Wednesday mornings have become DF95 racing day at the Yeovil model boat club to which I now also belong. One of the problems with everyone sailing the same boat is rescue! If you get caught up with another boat, a buoy, run aground, or get caught in the bushes that surround the reservoir, the only options are wading in or getting out the heavy rowing boat.

After chatting with other members and doing a Google/YouTube search, I decided to try and build a RC craft and came up with following specifications:

Low in the water (DF95s have no free board).

Twin Props (speed and pushing power).

Stability (can be choppy on the water).

Good turning ability (to get in the correct place).

After several attempts, some better than others, I came up with the prototype seen in the various images. The main objective was to design a RC boat which could grab and manoeuvre the ailing yacht. To this effect the arms open and close using a servo with the idea of clamping the yacht and pulling it from the bank or holding it securely while pushing it. If necessary, these arms can be removed, depending on the type of rescue.



At present I am using twin speed controllers, each operated via a separate stick on the transmitter, and a rudder, but this needs a lot of practice to even go in a straight line, but it works if my brain is clear!

Only one rescue so far, just a push in, but it saved getting out the rowing boat.

Happy sailing to all Basingstoke members from your Somerset correspondent.

Thanks Tony, always good to hear from our remote members!

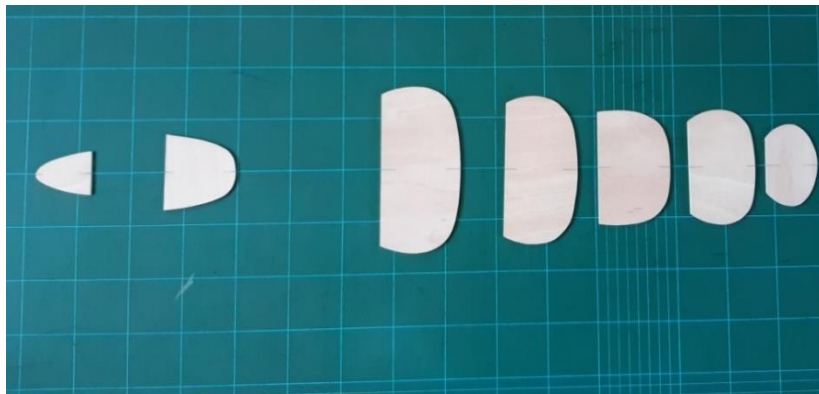
Building the Charlotte - Part One Keith Ebsworth

With the Mississippi stern wheeler almost “finished” I started thinking about my next build. Some time ago I had decided that winter was not the time to spend ten minutes rigging my schooner as I usually ended up with dead fingers. What I needed was a yacht that was small enough to go in the car fully rigged and ready to go.

Two things helped confirm my final decision on what to build. Very kindly, Derek Stratton had given me several yacht plans, some of which would have been suitable and more recently I had put Sarah’s Volantex Compass in my car and decided it was about the size boat I needed. Looking back through the plans I noticed that the Charlotte by Anthony New was slightly bigger than the Compass, so would be perfect.

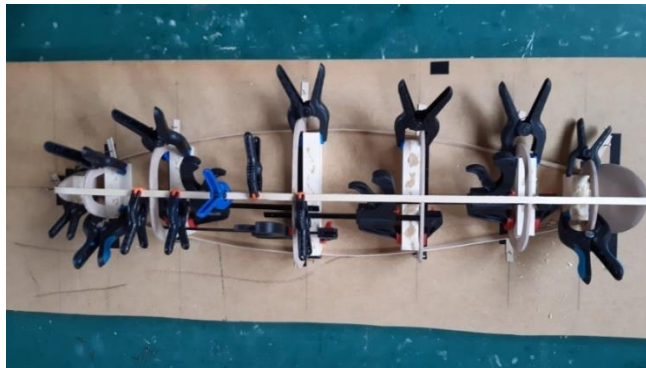
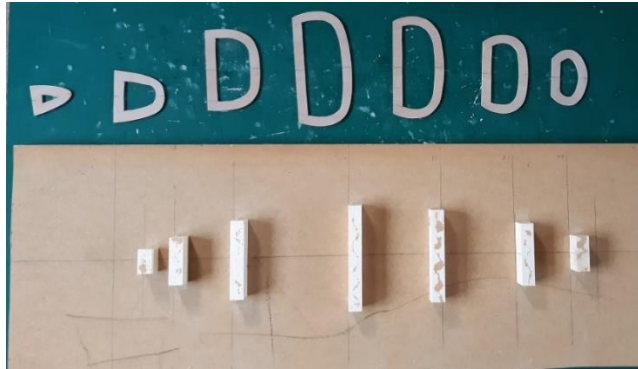
The plans were originally supplied free with Model Boats magazine issue 562 in 1998 and construction was mainly from block balsa wood shaped to give the hull curves. With any of my scratch builds I like to modify a few things often to ease construction, improve accessibility for maintenance or sometimes just because I can. The immediately obvious change was it was not going to be built in balsa wood so I ordered some liteply for the hull and deck. The final finish will be some walnut or mahogany planking with the liteply enabling me to get the nicely curved hull shape. This also allows me to hide all my mistakes.

As I wasn’t using shaped blocks I needed a method for producing the hull so I cut bulkheads from some Wickes 3.6mm plywood. Other stores are available but I have found Wickes plywood to be good quality and as they store it flat it tends not to twist too much.



I removed the centres from the bulkheads to lighten them and provide a way to fit clamps, when needed and built a baseboard from some scrap MDF to hold the bulkheads vertically. I also cut some 3mm deep slots, 6mm wide, on the top corners and bottom centre of each bulkhead to fit stringers. The stringers were cut from 1

mm Lime sheet which would enable me to bend them around the bulkheads without the need for steaming. Three layers would fill the slots and should give a smooth curve.



After removing all the clamps I found a few flat spots so glued some extra layers on ready for shaping when I do the final sanding before I fit all the supports that will be needed for keel fin, mast, rudder and electrics.



Thanks Keith we look forward to seeing the completed vessel.

My First Boat-build: An account of the tribulations and joys of taking on such a challenge by Dave Cleveland

At the beginning of the first Covid Lockdown in March 2020, I decided that I might realise one of my many unfulfilled ambitions and build a model boat. It had to be water-worthy, radio-controlled and to have some personal relevance. The Milford Star was a WWII minesweeper subsequently converted to a trawler. Having been brought up in Lowestoft with a grandfather and uncles in the fishing industry, the affinity was strong.

As in catalogue



As built



The wonders of the World Wide Web enabled me to identify a kit that seemed to fit the bill. Sadly, it was another 17 months before the kit was available, this time from 'Hobbies' in Norfolk. On getting the kit and all the associated stuff required to build it and make it work, it became increasingly clear to me just how little I understood about model boats and the building of them. My model-building experience was entirely comprised of balsa-and-tissue-based aircraft back in the fifties and sixties (some of which had but one spectacular flight before crash-landing). I was, to put it mildly, a modelling novice. My view that my extensive DIY experience, engineering bent and general dexterity would be enough to promote me in very short order from beginner to a rather more accomplished ability was somewhat wide of the mark and I

thus edged very slowly (but in some aspects too fast) through the early stages of construction.

The first hurdle was where and how to fit the motor, prop shaft, receiver, battery, servo and the other items needed to power and control the boat. Much head-scratching with a sprinkling of common sense resulted in a variety of aluminium and ply sub-structures that appeared to do the job. There were several false starts and, with hindsight, the design, fabrication and fitting could have been much less stressful and much faster. Next time, I'll know what's required, what kinds of materials and component sizes are right for each job.

Having checked that the movement of sticks and switches on the transmitter had some semblance of expected effect on the boat, I could start executing the instructions contained in the booklet supplied with the kit. As a beginner, I discovered the degree of assumed model-building knowledge inherent in those instructions. Learning curves were almost as steep as any I'd previously encountered in my 77 years.

About four months elapsed for getting the hundreds of bits of ply, white metal, brass and miscellaneous other materials fabricated, adjusted and fitted together. The whole process of learning to work at such a fine level of detail took much more effort and time than anticipated. But there was a point after a few weeks of perseverance when I started to enjoy it. The satisfaction derived from making very small things look just like the full-size versions was most encouraging. Such feelings became more frequent as time went on, as did regrets at some of the sub-standard workings from the earlier days. Too late to remedy all of those, but I look forward to starting on the next boat with all this new-found understanding: so long as I can recall it when needed!

So, as an aide-memoire for me and possibly of help to others similarly placed as me a few months ago, I would make these suggestions:

1. As a first build project, select a kit rated as Beginner or at the very least much simpler than such as I chose (the more demanding end of intermediate, I believe).
2. Do some simple off-kit work with the same materials and adhesives as used in the kit.
3. Such practice exercises also help to make the correct selection of cutting and shaping tools.
4. Buy paint at a very early stage so that hard-to-access places can be treated before they are hard to access. This also affords the means to achieve a much superior finish because it is possible to carry out sanding and paint application processes in a much more effective way. Do test-painting on scrap samples of the materials in the kit. The drying times were surprisingly

short which resulted in a poor finish on all but the smallest areas until I could work faster with a larger brush. Of course, with awkward access due to too much assembly before painting, the perfect finish was not always achievable.

5. Read and take time out to understand all the instructions and info in any build manual provided with the kit before starting the build. It's tempting to get on with the early work before understanding how the whole model is built.
6. Never be in a hurry: the building of scale models shouldn't be driven by time. Think like that ancient monk who was tasked with producing those amazingly intricate illuminated manuscripts: "Deadline??!! I can't possibly do work like this if there's a b***** deadline!!"
7. The process of building it should, I think, provide at least as much enjoyment as the sailing of it.

Thanks Dave, the finished model looks good on the water.

Where does the water come from?

Have you ever thought about where the water in the lakes at Eastrop Park comes from? Well the answer is the river Loddon. The source of the river is buried under buildings in the West Ham district of Basingstoke, west of the town centre. The river emerges from a culvert to the east of the town centre close to the entrance of Eastrop Park.

On the walls of the underpass from Festival Place to Eastrop Park are murals relating the ancient Greek legend of Orpheus and his journey to cross the River Styx in the underworld in the hopes of bringing his wife Eurydice back to the world of life and light after she had been killed by a snake bite. These murals provide an artistic link to all underground rivers.

The river gives its name to the Loddon Lilly, a member of the snowdrop family and commonly called Summer Snowflake. These are to be found flowering, typically March/April along stretches of the Loddon and the Thames.

Levels in Eastrop lakes are controlled by allowing water to flow into them, via valves, but water from the lake is not allowed out into the river due to the levels of pollution in the lake waters. The river can be clearly seen to the east of the boating lake as it continues its journey onwards through North Hampshire.

On its way it flows through the grounds of Stratfield Saye House, home to the Dukes of Wellington since 1819, where it feeds a number of landscaped lakes. The river passes the eastern side of Reading and eventually enters the Thames at Wargrave in Berkshire.

The inspiration for this short article came from a copy of the Thames Guardian the magazine of the River Thames Society kindly provided by Ron Dixon.

Building a Bella Yacht. Part 1

Last July in a moment of weakness I purchased an Aeronaut kit of the Bella yacht from Cornwall Model Boats with the intention of it being a project to start in the New Year. With the coming of 2023 I had no more excuses, so on one January day I finally opened the box and made a start. This is the second Aeronaut kit I have made and the quality of their kits is very good with laser cut wood and all necessary ancillary items to complete the model.

Within the club, Barry Parsons has recently built the Aeronaut Bellissima which is a larger version of the yacht so in time it will be interesting to compare the two side by side.



The hull frames and keel stem were lightly sanded and varnished prior to fixing being started. I used interior water-based varnish thinned by 20% by volume for each coat and applied 4 coats.

The frames and keel section were then mounted on the supplied jig and glued together to form the internal structure as shown below.



The next job was the attachment of the mahogany and beech faced plywood sheets that make up the completed hull. This was a rather fiddly and required the use of multiple spring clips, otherwise known as clothes pegs, to hold the wood sheets in place. With these finally attached and sanded to shape I reinforced the hull with strips of glass fibre matting held in place with lots of resin to the internal structure of the hull. The boat is currently sitting in the garage waiting for the smell of resin to go away!



I have not set a time for finishing the build, it will take as long as it takes.

For Sale

Jim Oram has a couple of boats populated with figures which he wishes to sell. The boats cost him quite a lot to buy/build but he is open to offers. For further information see Jim at the lake.

Close

Well that's about it for this issue according to word count there are 3900 words in this edition plus an abundance of pictures and I hope you found at least some of them worthwhile.

Just a quick reminder that annual fees are now due. If you do not wish to renew your membership please let me know so I will not chase you.

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.