BASINGSTOKE MODEL BOAT CLUB

Newsletter

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Membership News
Since the last newsletter no new members have joined. Club membership remains at 96.

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**

Eastrop Park Toilets
I noticed in early November that these facilities were closed on a Sunday morning despite the council stating that they would be open throughout the year. On behalf of the Club I raised a complaint to the Council and also emailed a number of Councillors about the issue which has now been resolved and the facilities are now open throughout the year.

2025 Events
The club will be having a display of boats at each of the shows listed. Volunteers are required to bring along models and to help man the club's stand. If you are interested in helping out then please inform me or Chris our chairman.

Midhurst Show
The 42nd Annual Modellers Show will be taking place at the Grange Community and Leisure centre Midhurst on Sunday 9th February 2025.

For those who have not been before, the show covers all sorts of modelling from aircraft through to war gaming and all points between and make a good day out.

Viables Model Engineering Spring Gala
This will be held over the weekend of the 12th and 13th April. Along with train rides both steam and diesel hauled there will be traction engines, steam Lorries, stationary engines plus stalls for refreshments and model engineering supplies.

The club's display is normally located by the model train track station which generates a lot of interest.

Popham Model Show 10th and 11th May
Once again Popham will be hosting its annual model show where families, enthusiasts, and professional flyers come to see the most thrilling model flying show in the south of England.

There will also be a static display under cover in the main marquee including model cars, military vehicles boats and more.

Visits to Eastrop
During 2025 we hope to be hosting further visits by:-
The Model Hovercraft Association
Vintage Model Yacht Group
Surface Warships Association.

At the time of writing dates are yet to be confirmed and will be communicated to members when available.

From Your Foreign Correspondent – Carl Clements
A hearty "bore da" (pronounced "bore-ray-dah") to you all from Pembrokeshire, South West Wales. As many of you know, my Wife and I 'immigrated' at the beginning of the year, and I must say we have very few regrets. However, one of my initial concerns was the lack of radio controlled boat clubs here in Wales. There is a multi-discipline club just the other side of Port Talbot, but that is easily 90 minutes from where we are.

Luckily, I had posted a couple of times on the West Wales Model Boats Facebook page, and in April got a message from a gentleman called Dan, telling me they had just formed a model boat club at Pembroke, just 10 minutes down the road from me.

Off I set to find out more and met then club members on a floating pontoon, at the side of the moat of Pembroke Castle.

Where We Sail

Pembroke Castle is most famous for being the birthplace of Henry VII, the founder of the Tudor Dynasty, and Britain's only Welsh King. Henry VII was King of England between 1485 and 1509.

All that to one side, the club that had been formed was primarily real life sailors, who wanted to try model yacht sailing and had decided to do so on the Dragon Flite 95 platform. Having sailed my Starlet yacht, and had some kind complements on it, I thought I had better get a DF-95.

So, after a quick purchase online, I am now the proud owner of a DF-95, and meet with the club on both a Wednesday Evening and Sunday Morning. The club runs two separate race seasons/competitions, one for each evening, with a 10 races per session (best 6 scored for each skipper), and prizes for the best 3 skippers over a 10 week period.

Racing Underway

Sailing in the moat is interesting in many ways: Firstly, it is tidal, so, as well as the wind, we have to consider the tide and currents it causes. Secondly, it is salt water, well brackish really, so boat cleaning and maintenance is very important.

As most of you who know me can imagine, I wasn't going to let the new club get stuck in a rut, so we have had a couple of scale boats along for people to try, and, the yellow powerboat (am sure Andy remembers it just missing his yacht) has been out with a few others and we have room to run them at full speed. We even had the Popeye pusher tug pull the buoy retrieval boat and occupant around the moat.

With some interest being shown in both scale and powerboat areas, we are now investigating the best way we can expand the club to address all the disciplines people have interests in.

The club is currently around 14 members, but we are growing, and having a lot of fun in the process. As most of the members are sailors rather than modellers, one other member and myself have become the de facto tech support team, which again is a lot of fun, and I am learning a lot about rigging and sail winches.

So if any of you find yourselves in Pembrokeshire, near Pembroke Castle on a Wednesday early evening, or Sunday morning do pop down to South Quay, and meet us all for a chat and a sail.

Thanks Carl for your article and we hope the club continues to flourish and grow.

Somewhere Else – Dave Cleveland

When I took up our illustrious hobby in 2021, I commandeered a spare bedroom, on the assumption that a table in one corner would probably provide all the necessary accommodation. No surprise to all you builders with experience that I was mistaken and soon occupied pretty-well all the available space and furniture in the room, plus sticking plans to the walls, dust and other debris on the carpet and generally rendering the room totally unusable for its originally intended purpose.

So when, late in 2023, we agreed to have long-term and rarely seen friends to stay for a while, my shipyard became a problem. It had become a bit of a problem anyway, what with the fallout and difficult access to non-boat-building things, plus no proper workbench, limited shelving, storage and space to lay out parts and materials – all rather make-do. On top of that, my intended next boat project was Resolve, a Caldercraft kit of about 2,500 pieces, and it was clear that I needed Somewhere Else.

Elsewhere in the house was (I was advised) out of the question and heating the garage being quite impractical, so a new building in the garden was the chosen way forward. If significant expenditure was to be incurred, it seemed sensible to be sure that the result would be very fit for purpose, so a spec for the building: overall space, bench and table sizes, shelving etc. informed an online search for candidates.

It didn't take long to find a suitable well-insulated 5m x 3m log cabin from a company (Dunster House) recommended by a trustworthy friend. The building would accommodate a 5' x 3' main build bench, a 4' x 3' table for parts and subassemblies etc. and plenty of free space for boat storage. All tools and materials were to be on shelving (about 28 sq. ft. of it altogether, as it turned out), all to be made from bits of timber accumulated over the years "because one day they'll come in handy". You might be thinking that this is all a bit OTT, but I look at it this way: I enjoy building boats about as much as sailing them (i.e. a lot) and costing my time at a reasonable hourly rate, a recent build of a cabin cruiser (largely from scratch) was about £4,700 and the current build is likely to be at least £10,000.

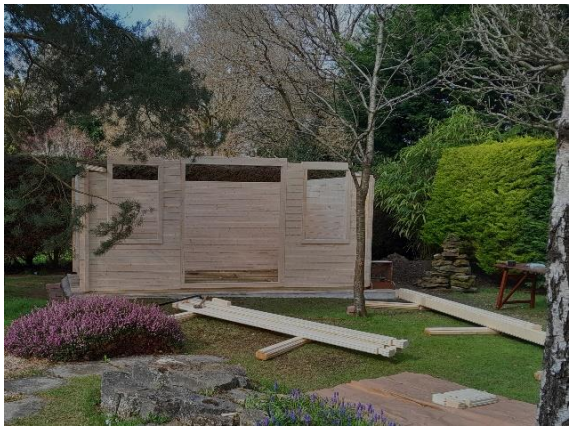
Fortunately, we have a large garden and after several hours of deliberation and consultation with my 'interested party', the siting was decided. A further hour on the local council website revealed that no planning application was required and so all was set. This all happened in December 2023 so, to defer building until warmer/dryer weather arrived in the spring, I delayed placing the order to early February….by which time the price had risen by about £1000! Something to do with the inflation of wood prices over the Christmas period, apparently – much of it went to Christmas tree production?

Failing to find a jobbing builder who could lay a concrete base in time, I did this myself, removing about 6 inches of turf, spreading about 2 tons of scalpings and laying 90 500 x 500 concrete slabs. The rationale was that mixing many, but relatively small quantities of sharp-sand mortar was far less of a strain on the old back than mixing a few much larger quantities of concrete, and much less susceptible to unscheduled bouts of inclement weather. So the base was ready and waiting for the arrival of the building, which turned up two weeks earlier than expected, as a kit of hundreds of parts, with an instruction manual.

The feeling reminded me of when my first (Caldercraft) boat kit arrived: does it really tell you everything you need to know to put this thing together properly? Well, yes, it did although it took rather more than the two days, two people that the YouTube video suggested. Several weeks later, it was finished, furnished, powered and waiting for a boat to be built in it. My budget justification mentioned earlier, based on the cost (value?) of model boats informed a decision to install air conditioning.

Yep, instead of some form of low-level heating to keep the frost at bay, plus a vigorous heater to warm the building quickly on demand, a zero-footprint air conditioning unit (inverter etc. outside) was the decision – lower overall running costs and all the options for heating, moisture control and, on those ever more frequent sweltering days, cooling. It's better-appointed than the house…and quite right too! So good that some of the space has been reserved for (by?) my wife for non-boat-building activities. Who was it who said that there'll always be enough stuff to fill the all the available space, no matter how much you have?!

Having a facility dedicated to a cause does add to the enjoyment of it. To be able to leave stuff just as it is until action resumes is quite a luxury. I recommend it.



Day 2

Day 20+

About half the floor area showing

Thanks Dave, that's certainly some man/woman cave you've built!

LEDs – Chris Cole

What are LEDs? They are light emitting diodes that originated from the old "thermionic valves" that were used in early radios and TV's. As electricity passed across the gap between electrical points, light was emitted. LEDs produce this light, with very small currents, with very little heat generated, and can be very bright. Being a diode, the current must flow 1 way, connect the high voltage side to the anode, or longer leg, negative/ground to the cathode or shorter leg.

As time went on, they have become smaller, more light intense, and are capable of almost every colour.

LEDs work with low currents in the order of up to 20mA that is 0.02A (Amps.)

The different colour LEDs work with different nominal voltage drops across them, for example, red @ 1.79v, white @ 2.59v, orange @ 1.83v, green @ 2.3v, and yellow @ 1.86v.

There is a problem with LEDs in that the brighter they get, the more their internal resistance drops, which allows more current to flow, so they glow brighter, and the resistance drops further, and so the current again increases, till they burn out, and fail. However there is a solution! By fitting a "ballast" resistor in the line of the LED, the maximum currents can be limited. Some LEDs are available with built in resistors, and they would then be badged for their designed voltage, e.g. 6v or 12v, etc.

Ideally the LEDs run at about 20mA, (0.02A) for useful brightness. So to size a resistor, we need to know what the LED is to be used for, i.e. what voltage system is planned. If we are using a system at 7.4v, then if we want a bright red led, at 20mA, and red has a 1.79 volt drop, we can build up the V = I x R bits.

7.4v is across the ballast resistor and the LED, and 20mA flows through all of it, so we have the volt drop over the resistor = total - the LED drop, = 7.4 - 1.79 = 5.61v.

This volt drop over the ballast resistor at 20mA, means we can find the resistance required:-
Rearranging V = I x R, to R = V / I = 5.61v / 0.02A = 280.5ohms (or Ω) we can't have exactly this size of resistor, so we choose the next biggest as a minimum. 330, 390, or even 470Ω. In practice the fall off in brightness is not too significant, so even going as far as 470Ω would not be a problem. The formula becomes:-

Rballast = (VT - VLED) / IMAX

As a check: - VT = VBR + VLED = Imax x Rballast + VLED = 0.02 x 280.5 + 1.79 = 5.61 + 1.79 = 7.4v
If we have a 470Ω resistor, then we have:-
Icalc = (VT - VLED) / Rballast
= (7.4 - 1.79) / 470Ω = 12mA.

Resistor colours, 330Ω (3 band + tolerance) orange, orange, brown, silver or gold
470Ω yellow, violet, brown, silver or gold
1000Ω (1kΩ) brown, black, red, silver or gold

The resistance colours from 0 to 9 are black, brown, red, orange, yellow, green, blue, violet, grey white, with typical tolerance bands of silver or gold. The 1st & 2nd bands are the 1st 2 numbers, and the 3rd band is a multiplier. So 330Ω becomes 3-orange, 3-orange,x10 brown. There is a later standard, where there is an extra band, for the 3rd digit, so 330Ω becomes 3-orange, 3-orange, 0-black x0-black plus tolerance.

Thanks Chris, when I was in the RAF we were taught a handy Mnemonic for remembering the values of resistors (BBROYGBVGW) which is now highly politically incorrect!

Golden Hind – Brixham

Earlier this month lady friend and I had a short break in Brixham, South Devon, which apart from being England's premier fishing port, is also home to a replica of Sir Francis Drakes' Golden Hind.

History

Queen Elizabeth I partly sponsored Sir Francis Drake as the leader of an expedition intended to pass around South America through the Strait of Magellan and to explore the coast that lay beyond. The queen's support was advantageous; Drake had official approval to benefit himself and the queen and cause the maximum damage to the Spaniards. This eventually culminated in the Anglo–Spanish War. Before setting sail, Drake met the queen face-to-face for the first time and she said to him, "We would gladly be revenged on the King of Spain for divers injuries that we have received.

The explicit object was to "find out places meet to have traffic." Drake, however, acted as a privateer, with unofficial support from Elizabeth. The design of the Golden Hind was based on the Spanish "Nao Victoria", the first ship to circumnavigate the world, and was described as a "mid-16th-century warship during the transition from the carrack to the galleon," and measured about 120 tons. Drake first named his flagship Pelican, but renamed her Golden Hind on 20 August 1578 to honour his patron, Sir Christopher Hatton, whose family crest was a golden hind. He set sail in December 1577 with five small ships with a complement of 164 and reached the Brazilian coast in early 1578.

On 1 March 1579, now in the Pacific Ocean, off the coast of Ecuador, Golden Hind challenged and captured the Spanish galleon "Nuestra Señora de la Concepción". This galleon had the largest treasure captured to that date: over 360,000 pesos (equivalent to over £480 million). The treasure took six days to tranship and included 26 tons of silver, half a ton of gold, porcelain, jewellery, coins, and jewels.

On 26 September 1580, Francis Drake sailed his ship into Plymouth Harbour with 56 of the original crew of 80 left aboard. The ship was unloaded at Trematon Castle nearby, supervised by the Queen's guards. The final treasure also included six tons of cloves from the Spice Islands, at the time worth their weight in gold. Elizabeth herself went aboard Golden Hind, which was then permanently at Deptford on the south bank of the Thames, where she had requested it be placed on permanent display as the first museum ship. There, she shrewdly asked the French ambassador to bestow a knighthood on Drake. Over half of the proceeds went to the crown - her share of the treasure came to at least £160,000: "enough to pay off her entire government debt and still have £40,000 left over to invest in a new trading company for the Levant. Her return, and that of other investors, was more than £47 for every £1 invested, or 4,700%."

After Drake's circumnavigation, Golden Hind was maintained for public exhibition at the dockyard at Deptford, London. The ship remained there from 1580 to around 1650, 45 years after Elizabeth had died, before the ship eventually rotted away and

was broken up. In 1668, the keeper of the stores at Deptford, John Davies of Camberwell, had the best remaining timber of Golden Hind made into a chair now called the Drake Chair which was presented to the Bodleian Library at the University of Oxford, where it remains (with a replica in the Great Hall, Buckland Abbey, Devon, Drake's home and now maintained by the National Trust).

A replica of Golden Hind has been permanently moored in the harbour of the sea port of Brixham in Devon since 1963 following its use in the TV series Sir Francis Drake, which was filmed in and around the bays of Torbay and Dartmouth. The replica ship used in the TV series cost the film studio £25,000 to construct. It had no rear gallery or gun deck and was a converted fishing boat. The ship sank in heavy seas whilst under tow in 1987 to Dartmouth for restoration and could not be saved. A second replica was completed in 1988 and stands in the harbour being visited by thousands of visitors annually. The current vessel is based on a steel barge and could never sail.

Replica in Brixham Harbour

Close

Well that's it for this issue with 3304 words and some glorious colour pictures. As club funds are quite healthy, I hope that some future editions of the newsletter will also be printed in colour.

Articles from members for newsletters are always very welcome so if you are restoring a model or undertaking a new build share your experiences with the whole club. Thanks to Carl, Dave and Chris for their contributions.

Chris our chairman, and I would like to take this opportunity to wish you and your families a Merry Christmas and a Happy New Year. Enjoy your boating but with winter here wrap up and keep warm at the lake.

Cheers
Andy