BASINGSTOKE MODEL BOAT CLUB

Newsletter

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December 2025

Membership News
We have one new member since the last newsletter. Please join with me in welcoming **Brian Self** to the club. We look forward to seeing him at the lake.

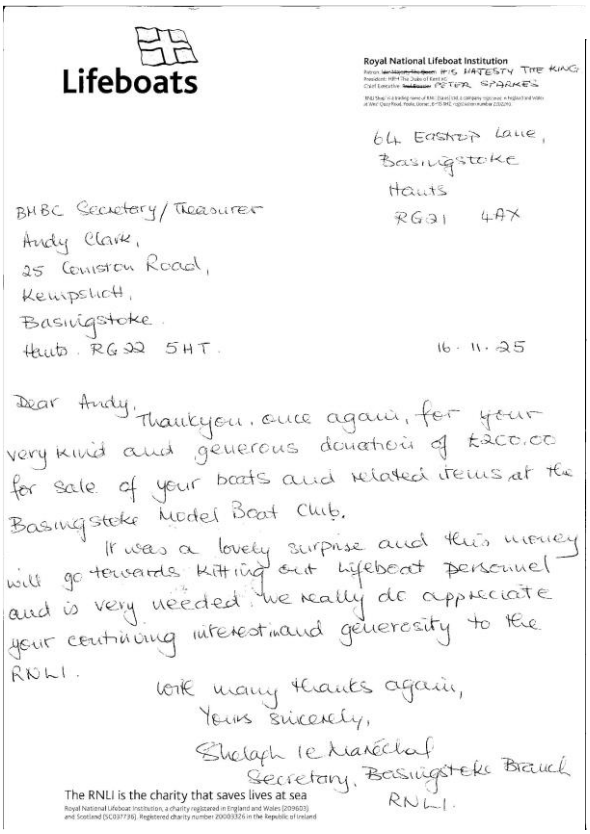
The current membership now stands at 90, including 2 junior members.

Sale of Boats
The club was offered 2 boats by the family of the late Jim Hill. I am pleased to report that a total of £300.00 was raised from the sale of the boats and this was donated to the Basingstoke Branch of the RNLI in 2 lots.

I received the following from Jim's son
Hi Andy
That's amazing, I really didn't think they would generate that sort of money - my Dad would have been absolutely delighted (as am I)

Please send my thanks to those who contributed, it really is a brilliant cause.
I'll be in touch again when the weather picks up - we kept a couple of Dad's boats and my son and I are very keen to see them working.
Many thanks again
Gordon.

Shelagh the local RNLI branch Secretary also sent these.



Lifeboats

Royal National Lifeboat Institution
Patron: HIS MAJESTY THE KING
President: HRH The Duke of Kent KG
Chief Executive: PETER SPARKES

64 Eastrop Lane,
Basingstoke
Hants
RG21 4AX

BHBC Secretary/Treasurer
Andy Clark,
25 Comston Road,
Kempshott,
Basingstoke.
Hants. RG22 5HT.

16.11.25

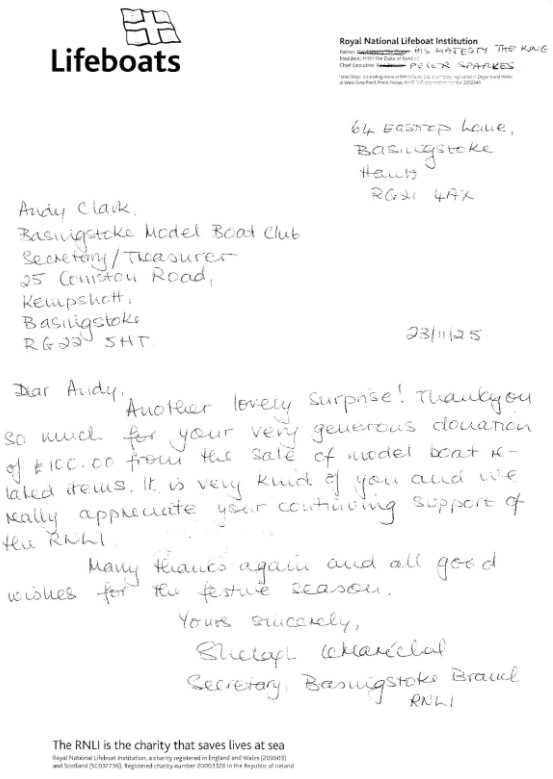
Dear Andy,

Thankyou, once again, for your very kind and generous donation of £200.00 for sale of your boats and related items at the Basingstoke Model Boat Club.

It was a lovely surprise and this money will go towards kitting out lifeboat personnel and is very needed. We really do appreciate your continuing interest and generosity to the RNLI.

With many thanks again,
Yours sincerely,
Shelagh le Maréchal
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



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Andy Clark,
Basingstoke Model Boat Club
Secretary/Treasurer
25 Comston Road,
Kempshott,
Basingstoke
RG22 5HT.

23/11/25

Dear Andy,

Another lovely surprise! Thankyou so much for your very generous donation of £100.00 from the sale of model boat related items. It is very kind of you and we really appreciate your continuing support of the RNLI.

Many thanks again and all good wishes for the festive season.

Yours sincerely,
Shelagh le Maréchal
Secretary, Basingstoke Branch
RNLI

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2026 Events for your diary
Midhurst Modellers Show
This will be held at the Grange Community and Leisure Centre on the 8th February 2026, 10:00 to 16:00. The show covers a wide range of modelling over its multiple halls.

Basingstoke and District Model Engineering Society Spring Gala
This will be held at the Viables Craft Centre over the weekend of the 11th and 12th April. The club's display is normally located by the "station" and receives a lot of interest from people queuing for train rides.

Popham Airfield Model Show
This will be held over the weekend of the 9th and 10th May 2026 at the airfield. The club's display will be held in the main marquee

The club will as usual be having a static display at each of the above shows and volunteers to man the display and bring along models are required.

For the Viables Spring Gala a couple of gazebos are also required in which to house our display.

If you are willing to attend one or more of the shows then please let me or Chris know that you are interested. We look forward to hearing from lots of members!!

Bank Charges
I was informed back in September that as from 1st December 2025 Metro Bank will introduced a £3.00 monthly account fee to the Community Current Account that the club uses for its banking. I investigated other banks to see if we should move the account but it appears that this kind of charge is now quite common. The club account is quite healthy with a current balance of £2106.00 so we are not likely to go overdrawn. This charge will be shown in the accounts as a monthly expenditure with the first fee due to be collected on the 28th January 2026.

Eastrop Park Improvements
Work to explore improvements to enhance and upgrade the facilities at Eastrop Park is being planned by Basingstoke and Deane Borough Council.

As part of the council's commitment to invest in and improve play areas, parks and open spaces, it is exploring opportunities to renew and improve its popular town area. Each year the Green Flag Park provides thousands of people with a space to play, exercise, experience outdoor performances and explore nature for free.

The council is keen to explore opportunities for improvements including better water play, signage and seating, enhancing the boating lakes and boat house facilities and improvements to the River Loddon and spaces for nature. Detailed exploratory work with partners and agencies will take place soon to understand what can be achieved.

Cabinet Member for Residents' Services and Housing Cllr Laura James said: "We know Eastrop Park is extremely popular with people of all ages. For residents living in the town centre it provides vital open space which is essential for their wellbeing and a place for employees working at our neighbouring business park to take a lunch break. It also draws residents from across the borough and visitors from outside, particularly during the spring and summer months.

"It is a much-loved park that spans generations of families, but key features are becoming tired and it is becoming harder to maintain them. We need to enhance or upgrade them to ensure they are fit for the future. We will now explore with partners and agencies what can be achieved to help us plan improvements we want to make for this important open space."

On behalf of the club I have sent Laura James an email stating that the club is willing to be involved in discussions on improving the park's facilities. I await a response.

Reg's boats Project X

It seems for most people, or at least for most of the people I know, life has a habit of throwing up unwelcomed challenges every now and again, and that has certainly been the case for the Rees family during the last couple of years or so. There was a time late last year when I seriously considered giving up my lifetime hobby of making model boats, which perhaps on reflection seems a little dramatic as I type this, but it was certainly how I felt at the time.

One day while moping around the house, I mentioned to senior management that I was thinking about giving up making model boats. To my surprise she thought it was a very bad short term idea and suggested that before throwing in the towel, I should buy a small cheap simple kit as it may rekindle my interest and focus in model boat building. If it didn't I would not be wasting too much time or money. Although I don't tend to voice it within the household, being married for 50 odd years has taught me that the boss of the house is often right, and the suggestion did make some sense, so I semi reluctantly purchased the "Arrow" a small 24 inch powerboat kit which was originally a Lesro designed model intended for a small i.c. motor.

However, when the kit arrived and within minutes of me opening the box, it was clear that some of the cut templates provided didn't correspond to the plan at all. Apparently the kit I bought was an upgraded version. Perhaps the old and upgraded versions got mixed up by whoever packed the box.

For example, the plan showed the side skins fitting against a considerably deeper keel than the physical keel supplied in the box. The slots in the bulkheads were cut for a much deeper keel than anything I had so any butting of skins would be in air a long way from the keel. Of the 16 strips of wood supposedly supplied for the hull stringers, strakes etc. twelve were missing. Small Balsa blocks were supplied for the rear exhausts which I put into my wood stock, because there was no way I would be using them for the exhausts. The wood for the front air intake and front cockpit Cowl went in the bin. As for the front Cowl design I won't go into that. I think it's fair to say that for me the kit was so bad, that after the initial shock it ended up proving positive as it gave me the lift I needed. Apart from giving me an excuse to have a good old moan, (moan is a Senior management term, I call it having a constructive view), It would allow me to modify and redesign parts of the model, which is something I tend to do with most of my models be it a kit or scratch built, but in this case I could make wholesale changes.

The first thing I did after raiding my stock of old wood, was to shorten the bulkhead slots to allow the bottom skins to butt together over the bevelled lower edge of the

keel as per some sixties powerboat designs, using my wood for the Stringers, Breasthook, bow doublers etc.

The ply supplied for the side and bottom skins was ok but the quality wasn't brilliant but I used it anyway. I also used the supplied thin ply sheets for the deck and hatch tops but drilled holes out every 20mm or so to save weight before planking with a false deck.

I wanted the deck to look a bit different than my usual planked decks, so I used thin 5mm wide Spruce strips butted together with no Caulking to give less of a planked effect and more of an overall wood effect. I didn't have any thicker wood available hence the need for the sub deck as without it the Spruce may have sagged.

On the plan the front and rear hatch top edges rest on the deck. That was a nonstarter for me both in looks and function so that had to change. I therefore redesigned the hatchways so that the hatches could fit within the deck line rather

than on top of it, giving a much more streamline look. Because the deck was to be varnished, the hatch tops were planked with the same Spruce as used for the deck, with each strip lining up with its deck counterpart using the same individual length of wood. This was a fairly laborious task, as each plank length had to be identified along its length where the deck and hatches started and ended. However, as with my Fleetfoot model, even though no Caulking was used in this instance, for me it gives a more uniform finish to the deck when the hatches are in place, as opposed to planks that either don't line up or are obviously from a different piece of wood.

There was no cockpit floor supplied with the kit, just a space to give a nice view of the battery pack, so back to the wood store and a floor was made up complete with central tunnel and seats. I made the seats from some old Balsa, shaping them and putting increases to make them look something like leather. Keeping with the cockpit area I also made up a steering wheel, gear selector and dashboard facia.

I quite like the look of the old Cigarette type powerboats, so I made up angled cockpit sides with a slightly curved front Cowl to give that type of look. The front Cowl was a bit of a pain to fit nicely but it was definitely worth it. I suppose given that I had thrown the supplied version away it had to fit!

For the rear exhaust outlets which fit onto the rear hatch, I made two lower and wider ones rather than the four crude squarish Balsa ones suggested in the kit. I made these up from .80mm marine ply which gives a reasonably good 'metal' looking surface once painted due to its tight grain. Moving to the front hatch, rather than one large curved front air intake I made up two smaller intakes in Brass, again in my eyes at least I feel it gives a better look.

As I mentioned previously, most of the strip wood was missing. Again deviating from kit I used my own slightly less bulky strip wood for the Chine Stringers and bottom Strakes, and as with all my models that have them, I blended the front ends into the hull rather than letting them end abruptly.

During this time, I made my own motor mount set up, (the one supplied was far too flimsy), installed the prop shaft, lined the motor up, put in the rudder tube etc. so by now the model was basically finished in terms of actual build. I positioned the battery tray as per the plan, but given the small size of the model I lowered and angled the tray as much as space would allow to keep the battery weight as low as possible within the hull.

The next job was to paint and varnish the model. As I was going to have a varnished deck I followed my usual practice of protecting the deck from contamination with a couple of coats of thinned down gloss varnish, including the hatch tops to maintain surface consistency with the deck. I gave the inside of the hull four coats of full strength gloss varnish, followed by four coats of thinned down varnish for the cockpit area. The next job was to paint the hull, so I applied two coats of normal oil based

undercoat. This was followed by a few coats of thinned down oil based gloss paint, rubbed down between each coat after leaving to harden for three or four days. As usual I used progressively fine grit for each coat.

Once I was happy with the hull I returned to the topside and put on another three coats of thinned down gloss varnish, again rubbing down between coats. The hull is painted bright red with a black coach line just below the deck which I feel better defines the deck line. The front and rear vents are also in the same red as are the seats but they have a matt finish.

Due to the small size and the fact that that the model is going to look even smaller on the water, I didn't put as much effort into the finishing process as I usually do, but I must say I am still very pleased with how its turned out.

Some general photos of the finished model:

To power the model I've gone with a 450 watt 1000Kv brushless motor with a 50amp water cooled esc running on a single 7.2 volt NIMH battery turning a 40mm standard prop. Hopefully this set up should provide an equivalent performance to something like a .25 i.c. motor which for the size of model should be fine. A 3S or 4S lipo battery will give more power but for now I will keep with the 7.2 NIMH to see how the model runs.

As for the name, well after much thinking about it I called the model Project X. I think that name seems to suit the model as after all it was a project, and a project which turned out to be very positive in more ways than one.

Well that's it. In conclusion I would like to thank my fellow club members for your continued friendship and support down at the pond. It is very much appreciated
Reg Rees.

Club Library
Chris our Chairman has put together a list of books that are available as a library, to club members. He is happy to hold the books and carry them to those who will want to browse them.

Book Title	Author	Notes
A Celebration of Norfolk Punts 1926-2006	Jamie Campbell	
BP Tankers A group Fleet History	WJ Harvey & Dr RJ Solly	on loan from C Cole
Coastal Motor Boats Thornycroft and the origins of fast attack craft	Martin Kelly and David Griffiths	

Engines by J. G. Kincaid	Jim Goodall
Fast Electric Powerboats	Ian Williams
Introduction to Marine Modelling	John Davies & Chris Jackson
Radio Control Racing Powerboats	Karl-Friedrich Kaupert
RMS Queen Mary 2	Stephen Payne (Haynes manual)
RYA Navigation Handbook	Melanie Bartlett
Selandia The World's First Oceangoing Diesel Vessel	Anders Riis
Ships of the Royal Navy a listing	JJ Colledge & Ben Warlow
Southampton Shipping with Portsmouth, Poole and Weymouth	David F. Hutchings & R. Bruce Grice
Stockwell's Maritime Miscellany	Julian Stockwell
The Story of Southampton Docks	Mike Roussel
Union Castle Liners from Great Britain to Africa 1946-1977	William H. Miller

The Houseboat part 2 - Keith Ebsworth

While visiting the Miniatura show at Stoneleigh I noticed that Deluxe Materials had some packs of very thin wood. On further investigation it turned out that it was 0.6mm by 12mm 900 mm long and with 20 strips in a pack. Ideal for planking, especially around the tight curves of bow and stern. I purchased two packs for the grand sum of £14. By overlapping each layer of planks and fitting four layers, even with sanding to take out some unevenness, I still ended up with a 2mm thick hull. The overlapping ensures there are no gaps for water to seep through.

While the planking was drying, I finished off the cabin by painting some areas and adding the roof

One advantage of using the cnc router is that having designed the hull frame the same outline can be used for the deck panel. Once cut it proved to be a very good fit with only a tiny amount of filler needed to fill a slight gap around the prow. Before gluing the deck down, I fibreglassed the hull inside and added supports for the electrics, as this was easier without the deck in place. All the electrics can be removed through the hatch if needed. I fitted comings around the hatch opening which is below the cabin to prevent water on the deck getting into the hull. The deck was planked using some Mahogany veneer I had left over from the Victorian launch build. To prevent the cabin falling off I added a T-bar slot in the front coming and used a 3D printed T-bar to lock it in place. To conceal the T-bar I added a 3D printed unit that slides down the cabin wall and over the head of the bar. Looking at the original picture I think this unit is the control system for the air conditioning. If anyone knows differently, please let me know.

The final task was adding some paint and a few details. I didn't finish by the spring as I got side tracked with other things but it did sail by September. With the cabin fitted it rolled a lot so I added some ballast distributed around the hull and it now self-rights although due to its small size it does bob around considerably.

The two problems I encountered were planking due to the tight curves of the hull and its instability. Both of these are related to its size which was dictated by my wish to see if I could use my cnc router, which is small itself, to cut most of the parts. It also made me realise why I usually build large boats. Would I use a cnc to build another boat?
Well, it so happens I have just purchased a larger machine so you never know.

I asked Chat GPT to write an article on the dangers of RC boating, the following with some edits is what it composed.

The Dangers of Radio-Controlled Model Boating
Radio-controlled (RC) model boating is a beloved hobby for many enthusiasts, offering a chance to engage in exciting, hands-on experiences on the water. Whether you're navigating a sleek racing boat or managing a detailed scale model,

the activity can be incredibly rewarding. However, like any hobby involving machinery and outdoor environments, RC boating presents certain dangers—both for participants and others nearby. It's crucial to understand these risks and take proper precautions to ensure safety.

1. Safety Hazards to Participants

Injury from High-Speed Collisions

Some RC boats are designed to reach impressive speeds, sometimes in excess of 50 miles per hour. At such high speeds, collisions can occur, particularly during competitive events or when boats are poorly controlled. These collisions can cause injury to the operator, especially if the boat strikes them, or if sharp parts like propellers come into contact with skin. Operators should always keep a safe distance between their boats and themselves, and wear protective gear if participating in high-speed activities.

Electrocution Risk

Many RC boats use powerful batteries to run the motors, and these boats often have exposed electrical components. If these components come into contact with water, the risk of electrical short circuits and potential electrocution increases. Always check the boat's electronics for damage before use and ensure that the electrical connections are properly sealed from water.

Sun Exposure

RC boating often involves long hours outdoors in direct sunlight. Enthusiasts may not realize that prolonged exposure to the sun can lead to sunburns or heatstroke. Wearing sunscreen, staying hydrated, and taking regular breaks in the shade are important practices for participants who spend significant time on the water.

I don't think we have to worry too much about this risk!!

2. Risks to Other People

Accidents Involving Onlookers

RC boats are often operated near other people, including family members, park-goers, or spectators. At high speeds, an out-of-control boat can pose a risk of injury to bystanders. Especially in crowded areas or parks, it is important to maintain a safe distance from others when operating the boat and to ensure that the area is free of obstacles or people that might pose a danger.

Potential for Loss of Control

Even the most skilled operators can sometimes lose control of their boats due to radio signal interference, weather conditions, or battery failure. When a boat is uncontrollable, it may drift into crowded areas, causing accidents or colliding with other boats or obstacles. Always perform a safety check before operating the boat and make sure the equipment is in good working order. Additionally, keeping a constant watch over the boat's position helps mitigate the risk of an accident.

3. Safety Precautions

While RC boating can be a fun and engaging activity, the key to minimizing dangers lies in preparation and awareness. Here are some safety tips:

Inspect the Boat Regularly: Ensure that motors, propellers, and electronics are functioning properly. Check for signs of wear or corrosion, especially in water-exposed parts.

Keep Your Distance: Maintain a safe distance between your boat and yourself, as well as between the boat and any spectators or wildlife.

Choose Safe Locations: Select locations that are designated for RC boating to avoid disturbing wildlife or damaging fragile ecosystems.

Conclusion

RC model boating, when done responsibly, can be an exhilarating and rewarding hobby. However, it is essential to recognize the various risks involved—from physical injury and electrical hazards to environmental impact and risks to others. By taking appropriate safety measures and being mindful of the potential dangers, participants can enjoy the thrill of boating while minimizing harm to themselves, others, and the environment.

Written by ChatGPT in 6 seconds but edited to remove comments about IC engines.

Close

Well that's it for this issue, for those of you taking bets on this, according to word count there are 3893 words in this edition plus a few pictures. Many thanks to Reg, Chris, Keith and ChatGPT for their contributions. Articles from members for newsletters are always very welcome so if you are restoring a model or undertaking a new build do share your experiences with the whole club.

Chris 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

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 ask ***Carl****, to add a copy to our BMBC website.*