



BASINGSTOKE MODEL BOAT CLUB

Newsletter

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June 2021

Car Parking charges at Eastrop Park.

The official notification of the proposed introduction of parking charges has recently been posted around Eastrop Park. The order states that the effect will be to introduce charges in order to support the maintenance and improve the park.

Charges proposed Monday to Sunday 0800 to 1900 are:-

Up to 1 hour £1.10

1 to 2 hours £2.20

2 to 3 hours £3.20

3 to 4 hours £4.30

Over 4 hours £12.80

Overnight 1900-0800 £2.20.

All objections and representations in respect of the proposal must be sent in writing to the Engineering Team by Saturday 17th July 2021. Objections may be sent by email to the following address, engineering@basingstoke.gov.uk or to the Civic Offices, London Road, Basingstoke, RG21 4AH. Objections must state the grounds on which they are made.

I urge all members who are able to send their objection to the proposal and use grounds for example “restricting access to open public spaces which are proven to help with a person’s wellbeing”, or “financial impact to those regular park users who may be on a fixed income”

If you do send an objection please do not mention that you are a member of BMBC. I will be sending an objection of behalf of all members of BMBC and if in your objection you mention BMBC then there is a chance that all objections which mention BMBC will be counted only as 1 objection.

Membership News

Since the last newsletter and at the time of writing I am happy to report that a total of 10 new members have joined the club and 1 member has re-joined after an absence of a year. The club has also passed an historical milestone in that we have our first lady member. Please join with me in welcoming **Tim Jefferies, Terry Pelling, Ian Holliday, Nigel Bechelet, Phil Hall, Barry Parsons, Keith Russell, Sarah English-Handley, James Oram, and Pete Edwards** to the club and a welcome back to **Derek Swatton**. We look forward to meeting and seeing you all at the lake when you are able to attend.

I understand that a number of members, owing to various circumstances, are unable to travel and join us at activities lakeside but do look forward to receiving the quarterly newsletter. On behalf of the Club I would like to take this opportunity to thank those members for their continued support albeit *in absentia* and hope that they continue to enjoy this and future editions of the newsletter.

I am delighted to report that at the time of writing the total paid up club membership stands at 98.

Visit by Vintage Model Yacht Group

We will be hosting another visit by this group to the lake on the 25th July. The group defines ‘vintage’ as being a boat no longer used for serious competition, so GRP boats and early radio controlled models are also included. It is, after all more than 30 years since the start of widespread radio sailing in the UK and GRP boats began in the mid-1960s. Although it has to be said that the great majority of the members are interested with models of earlier times, with wooden hulls and cotton sails.

Last year’s event was very well attended with some impressive models on the lake and a good time was had by all. Hopefully we will again have both good weather and attendance for their visit.

The following article by our Chairman Chris Cole was bumped out of the last newsletter due to lack of space. I hope that you all enjoy reading it now. Andy Clark

Assembling the “Calypso”

Billings Boats kit

The building of the Calypso is a result of the earlier lockdown problems! The kit comes with a plastic hull, a building instruction book, an AO sized double sided plan, several sheets of laser etched ply, some plastic moulded sheets, several sprues of plastic parts, and packs of metal (mostly brass) fittings.

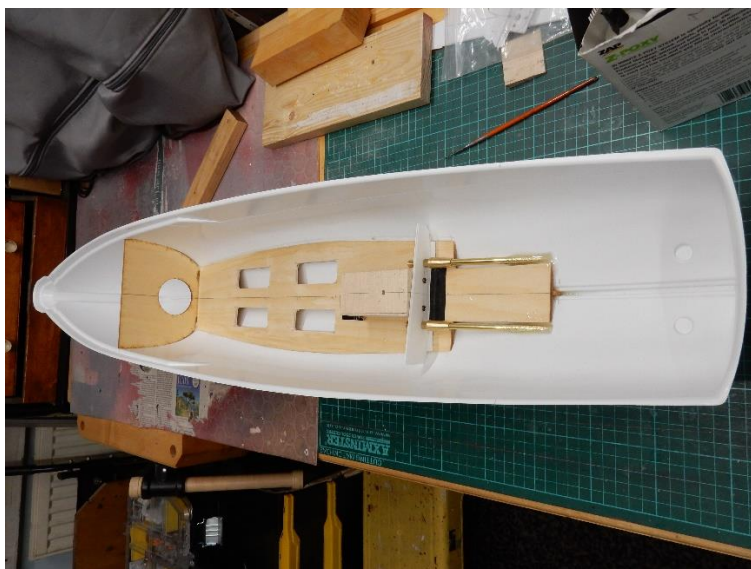


The instructions have a few words about the original “Calypso,” but there are no words to show the process of putting everything together. The design is aimed at a display model, so some modifications are relevant to making a working model. I changed the propeller shaft design (for Raboesch waterproof ones,) and replaced some of the brass work, particularly those on higher deck levels, for stability.

The kit includes many fittings and components, like a diving bell, decompression tank, rib and dingy, helicopter, life-rafts, floats, cranes etc.

I found a few building records on “YouTube” which were useful as guides to mods or things to watch out for. As usual the build starts from the bottom outside, shafts, rudder posts, bulbous bow/observation deck (?) and hull sides.

Installing the thicker ply parts inside the hull stiffened it up considerably. I cut some “windows” in the bilge deck, which later helped to get some lead ballast as low down as possible.



The round hole in the front bulkhead could have been larger, as the space is almost inaccessible, once the main deck goes on. I wanted to put lights in the bow windows, but wasn't too clever with my soldering and had to patch the hull where it got too warm!

I am not sure that the varnishing of the ply was a success, but Andy C says he varnished all wood after sizing and trial assembly, and before gluing. The underside of the bilge deck is a case in point.

The main deck and planking was next. When holding down the deck planks, don't use metal weights, particularly with water based glues, as the "stain" from the metal gives a very deep noticeable result! All part of the weathering!



At this point I painted the hull with acrylic air brush paints. They leave a matt finish, until over-sprayed with lacquers or clear coats.



The cabins and other decks are next. Here it is worth deciding on how to get into the motors and control gear. I decided to keep the split at the back of the wheelhouse, and bolt down the wheel house, but have the rear upper deck removable. The rear lower deck hatch cover is also removable.



Most of what happened next was the deck fittings. The main mast is removable, and I drilled through the main deck and forward part of the lower deck, gluing in larger diameter plastic tubes. I changed the wooden masts for plastic, as I could then run the cables for the lights and radar motor, inside these tubes. I have used a mix of motor/transformer windings, and some 32AWG wire. The radar motor is again a Precision Micro drives 6mm diameter, 22mm long, 43 RPM geared motor.

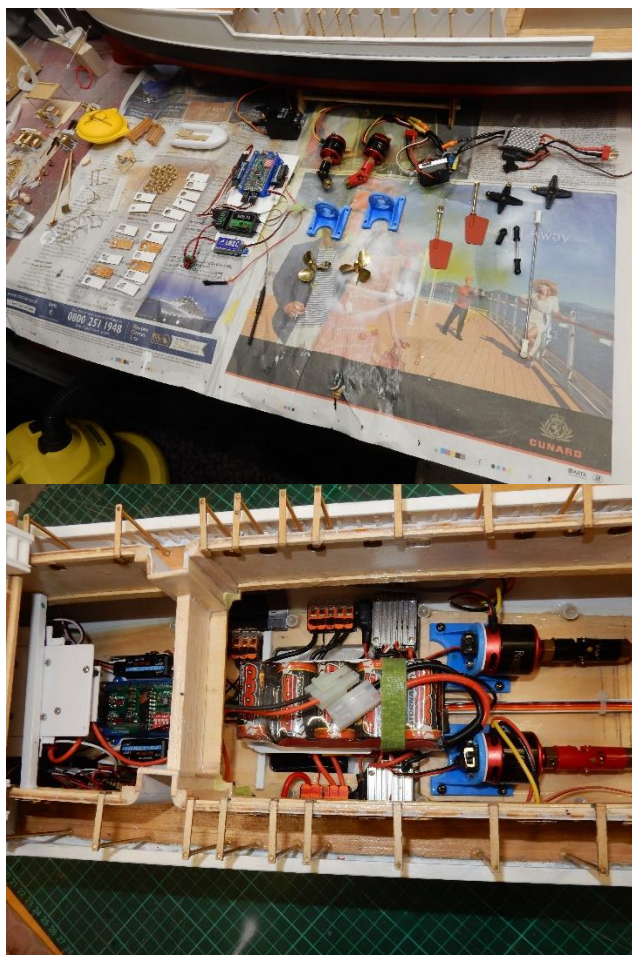


Getting the plastic parts together neatly showed some mistakes. I should have used some backing strips to help align the very thin butt jointed parts. The 2 halves of the helicopter are a case in point. (Helps my plan for this to be a 5 metre model, made by “Bodge” the builder.) I was challenged as to why I didn’t motorise the helicopter, cranes, and winches, but this is because I was rushing too much and also couldn’t see an easy way to make them all work.

The lights and radar I find easier, and have already done that on previous models. The auxiliaries here are all “off” or “on.” I used a “Pololo” RC switched relay, which plugs into a receiver channel, so that flipping a switch on the transmitter, closes the relay and supplies power to everything.

The voltage is set by a step down unit, at 3V. Each LED light has a dedicated “ballast” resistor, to give nominally 10mA for each LED. I managed to blow some of the LED’s before adding the resistors, as I had assumed that all LED’s were good for 3V, but forgot that some, red, orange and yellow, run at less than 2V, (nearer 1.8V,) while green and white are closer to 2.5V.

I managed to get the port navigation lights out and replaced, but had the orange and yellow LED’s down in the bow, blown, then that would have been tough, as I wouldn’t be able to get to them. The relay energises the step down voltage unit which puts 3V on a common rail, splits to radar motor and each LED resistor/LED. The return 0V lines from each is connected to a common rail, and back to the 3V power supply.



The target weight was about 3.6 to 4kg. Originally I had a trial run at the pond, after Lockdown 2, before #3, and found the optimum weights, and trims, with a 7.2V NiMH battery. But the boat is too fast!

The motors are Racerstar 750KV BR2830, driven by Racerstar 25A ESC's. The ESC's are supposed to work down to about 6V, but do struggle, so I have to revert to 7.2V. I changed the props down to 35mm diameter, from 40mm originally. 500KV motors would help.

I have a modular setup for the receiver, rudder/ESC mixer, UBEC power unit, RX voltage, and temperature sensors. A separate board controls the RC switch/relay, 3V supply, and LED resistor board.

There is about 1Kg of lead ballast, most of which I got under the bilge deck. The boat has been re-floated in the domestic test tank, and appears to float the right way up and at a suitable depth. Just remains to see if it can be kept to scale speed.

Well that was about it. Billings make good kits, leave a lot for builder's interpretations, with lots of external fittings and fixtures. I managed to complete the build much further than all my other attempts, all as a result of lockdown restrictions,

so now I am keen for my turn at a vaccination, and a return to life, so that I can see if the model “works” or should remain as a static display!



Thanks to Chris for his article and I can confirm that the finished boat looks very good on the water.

Now John Partridge's article on building his impressive model of HMS Glamorgan.

Building HMS Glamorgan

The model started to take shape on the dining table, the hull is 5'-4" long - 1:96 scale. During the early part of January 2020, the build progressed apace, and as I recollect the dreaded COVID 19 was hitting the headlines in Asia, expected to arrive in Europe in February/March. The planking onto the frames was well underway by the 21st January 2020.

I used 8mm by 3mm planks which were cut from tongue and groove boards using my circular saw. The planks were cut to the appropriate size, glued and pinned to the frames.



I used a 150mm x 20 mm timber base board cut to the length of the model, and this was used as a construction 'jig' which allowed the 14 model frames to be aligned and glued accurately to the keel, stem and stern. The centre of the frames were cut out using a jigsaw.





Excitement is building as I undertake the preparation of mock-up assemblies of the superstructure, I use card, balsa wood, and various plastic tubs etc. - this method creates a three dimensional version of the model from the drawings, note the decks, masts.

Now well into the pandemic, and progress is exceptional, and I have realised that I am using all of my spare time in the workshop - keeping me safe and isolated from others.



Into April & May, COVID is well established, and as I reflect on the progress of the build based totally on my time spent in my 'man's workshop' - my wife tells me it was every day - I was completing the basic superstructure, it is in two parts forward and aft sections - and also fitting the two prop shafts, two 540 motors etc.



In June 2020, the float and ballasting tests were undertaken, a tank was fabricated, as the model was too long to fit into the bath. I used a plastic sheet for a liner, supported by a timber box, this allowed for up to 6 inches of water, the tank is demountable and can be assembled and filled with water in half an hour.

Testing and ballasting successfully completed, model weighs in at 20 kilos, and in July I made my first visit to the pond - success.





Finally, I have to say that the build saved me from depression during the winter and spring, the sun was shining in July and to celebrate the launching and my birthday, the family (19) gathered at the Pond, socially distanced, the model performed well with guns firing, hooters and klaxons sounding - I fitted an electronic sound system, adds another dimension to the modelling experience.

Thanks John for your article the model looks and sounds great on the lake.

Next is James Diack's article on the build of his steam yacht.

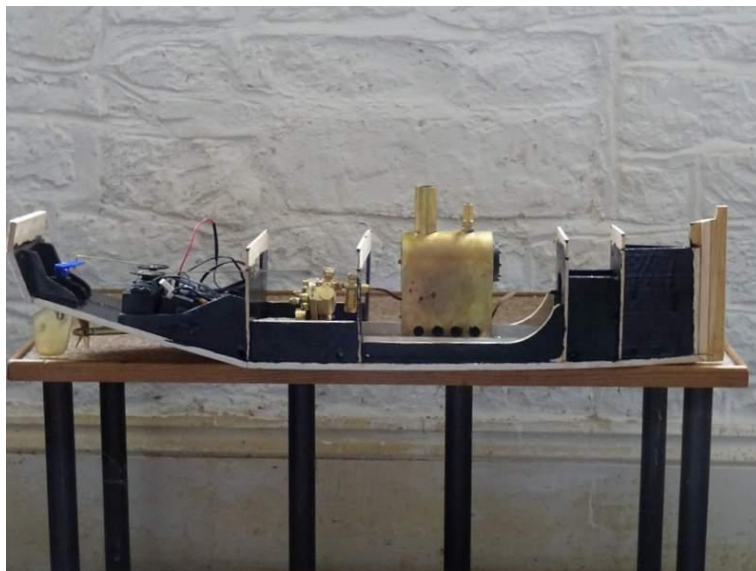
Construction and design of `LA BAGUETTE A VAPEUR`

Much as I would have liked to construct a vessel around a beautifully made and very detailed British model marine steam plant, both cost and size ruled this out. I wanted any new project to be about 2 foot long, mainly for ease of transport. After much hunting, I discovered a double acting (self-starting) V twin oscillator and solid fuel fired boiler combination that looked interesting, was very affordable, and only about 8 inches in total length. It eventually arrived via Cyprus and probably made in China.



It took quite a lot of running in, dismantling and adjusting, to get it to run smoothly. I have also added a small glass jar to serve as a separator with an alloy pipe from the exhaust and an outlet running up the side of the ornate funnel. This prevents a mixture of scalding oil and steam being sprayed about over the passengers and crew somewhat lessening the pleasure of their voyage!

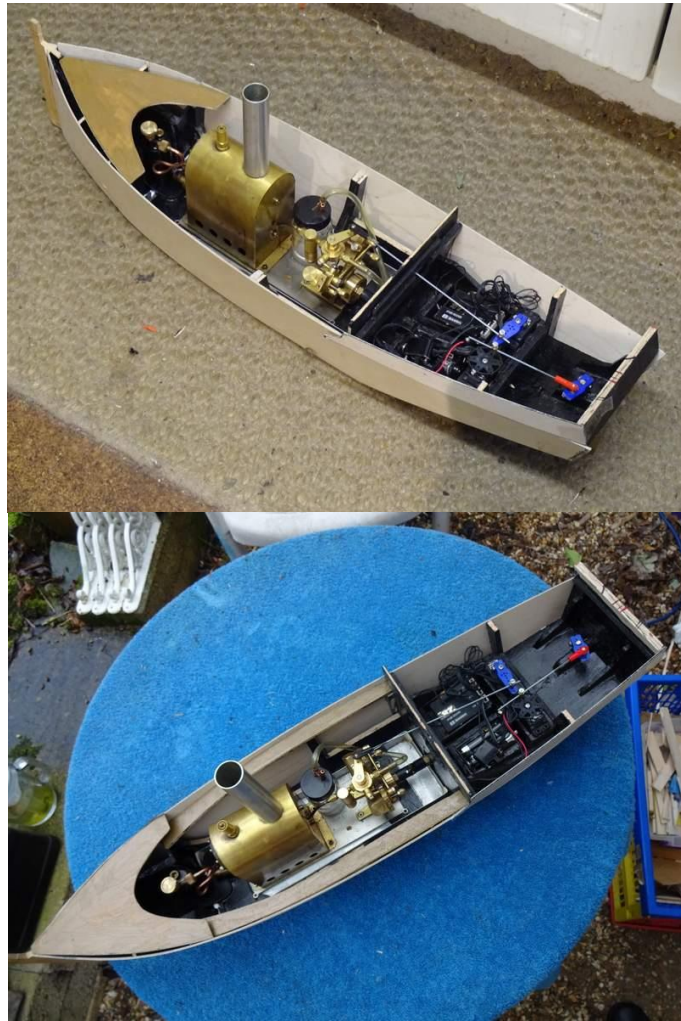
So, I am now thinking about how to construct a `ship` around this unit and the R/C controls, inside my ideal length of 2ft with a visible engine and, if possible, an interesting diorama on the decks. It seemed a shame to cover up a beautiful little engine with superstructure.



At half size I now started to experiment, using stiff card, and cutting out possible shapes, especially trying to get a good sheer line. When I was fairly happy with this I transferred the shapes to full size on a 6mm thick balsa base angled up at the stern to clear the prop shaft and rudder. It took quite a bit of experimenting to get the light ply bulkheads to line up and allow for clearances/ventilation for the boiler etc. This makes sure that any water entering the hull would drain easily, especially under the R/C!

So, now I had a rigid card hull into which I put all the internal workings covering the whole with cling film to do a float test and by moving small lead weights around get a satisfactory waterline level allowing for extra deck weight, ply sides and planking. This was to ensure that my creation had good stability and sensible metacentres.

Next, I had to remove the card sides and make these in light ply, glue them to the frames and start the planking in different coloured strips to accentuate the effect! All this was taken up to the rubbing strakes and given 8/9 coats of varnish sanded down with wet and dry between each. The inside of the hull and underneath were treated with Clearcote and 2 coats of black Hammerite. All this took quite a few hours (many!). The fore and aft decks are detachable (held down with concealed hooks and elastic).



I could now stand back, plan and have some fun with the dioramas, bistro, guests and other essential eccentricities!



During all of the above I decided to do away with solid fuel and get a small gas burner which gave much better control of the running time and heat. By weighing the gas, and making sure it ran out just before the water did I now had up to 20 minutes run time with a certain degree of safety!

All the above took about 300 hours over a period of about 10/11 months.



Dave Mosely has kindly written the following article on his modelling history and aspects of his life to date.

I was born 1936, into a Manchester home with a Dad who made model boats on a strong Kitchen Table with thick plank attached, with woodwork vice.

First model I remember was a 'Ten Rater' I think, about 6 ft long, with a mast too tall to be raised in our living room. Ribs bent and then planked. Very thin deck, named "Carefree" and raced in various locations around Manchester, travelling by bus...no car.

Next was a three foot boat of similar construction, called Rita, after Rita Haywood.

Then my boat, his own design, 2 ft long, when I was only six years old, in 1941. 'Bread and Butter' sandwich construction. Launched in a disused Quarry, it almost sank when water flowed in through the original mast hole which was too far forward, but not yet plugged. This was called TRIX because he told me it would do tricks on the water.

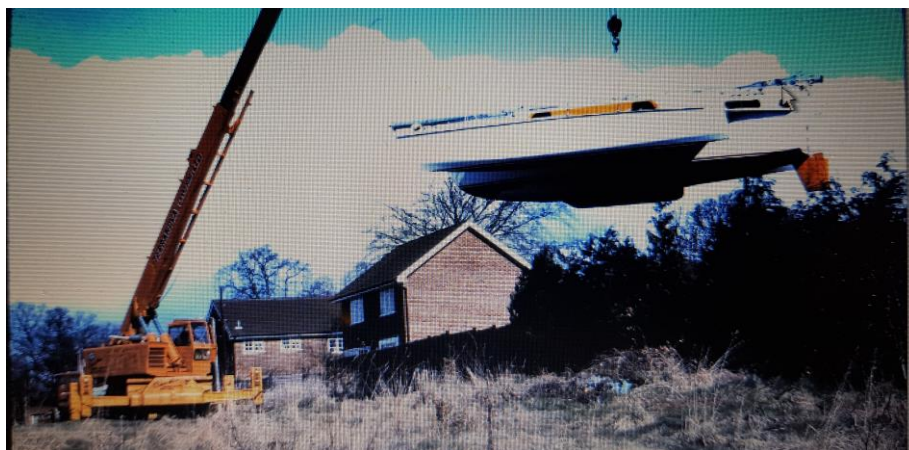
This is the same one I sailed with my Grandson when he was about 6, at Caversham boat pond, and now he sails it, aged 37, at Eastrop, but with remote control added by my son.



All long ago, but I still have the same bug!

I started with actual full size boats. First in 1960, a 14ft ski boat, then another 17ft ski boat, when I taught woodwork in the Caribbean, 1966-68.

In 1985 I retired, and cruised down to Brazil in my self-built 37ft Searunner Trimaran, built in my back garden in Fleet. Launched in 1980 and called Trixolar, a mixture of Trimaran, Trix, and Solar.



I sold Trixolar in Florida in 1986, intending to return to land life and enjoying our family, but a tragic cycling accident took away my wife of 40 years. I escaped reality for two years wandering aimlessly around the Caribbean.

Then I bought a second hand 'fixer upper', a 42 ft Searunner, repaired it, and called it MAXOLAR. Found a new wife, and again cruised USA and all East and West Caribbean, until selling in 2008.

A 40 ft Canal Narrowboat was bought to continue holiday life afloat, in 2016, and this is my latest model, almost complete.



On my first morning as a member of BMBC, I was 'donated' a part built Tugboat kit, from a member who had moved on to sailing above the clouds. Now finished and called TRITON, God of the sea.

I have made and sailed models of both ski boats with outboard motors, the finished Tugboat, and Trix sailboat at Eastrop.

My winter project is to be a twelfth scale model of Trimaran TRIXOLAR,... I hope!

Close

One of our members Keith Ebsworth was recently given, by a member of the public, a small chest of drawers full of bits and bobs for boats possibly from static models. I will load a video that shows the parts on the web site together with Keith's contact details.

Well that's it for this bumper issue, my thanks to Chris, John, James and Dave for their contributions.

According to word count there are 3388 words in this edition plus a bountiful supply of pictures and I hope you found at least some of them worthwhile.

Once again I remind members to send in their objections to the proposed parking charges!! I have contacted the local paper and the Eastrop Borough Councillors, those of you who use Facebook may like to make a comment on there.

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.

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.