



# **BASINGSTOKE MODEL BOAT CLUB**

## **Newsletter**

### **Chairman:**

Chris Cole    Tel:    07518 244624                      Email: colechr@googlemail.com

### **Secretary/Treasurer/Newsletter Editor**

Andy Clark:    Tel:    07802 668433                      Email: atclark25@yahoo.co.uk

### **Webmaster**

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

**Website:** [www.basingstokembc.co.uk](http://www.basingstokembc.co.uk)

## **March 2025**

### **Membership News**

There have been no new members since the last newsletter. The current membership stands at 97, of which 2 are junior members.

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](http://www.basingstokembc.co.uk)

### **Subscriptions for the Year 2025/26**

The club's financial year runs from 1<sup>st</sup> April to the 31<sup>st</sup> March which means that subs for the next year financial year (2025/26) are due as from the 1<sup>st</sup> April 2025.

The club has accrued a healthy bank balance and so in this age of rising prices, Chris and I have decided that the fees will be reduced whilst maintaining the same level of benefits to club members.

Therefore club fees as from the 1st April 2025 will be set at **£6.00 for seniors** and **£2.00 for junior (those aged 8 to 14)** members. Please can I have your membership money at the earliest opportunity?

You can pay your membership (**£6.00Seniors/£2.00Juniors**) 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 payments

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.

**If you will not be renewing your membership please let me know so that I can keep records up to date.**

### **2024 / 2025 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 2024/2025. 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.

Item	Income	<i>Expenditure</i>
Monies at Bank carried forward	£1,914.01	
Total Income from annual fees and donations	£775.00	

## *Basingstoke Model Boat Club March 2025 Newsletter*

Address labels	£8.05
Website Fee (One Com)	£30.08
Printer cartridge for correspondence	£23.59
June Newsletter Printing Cost	£35.20
Badges and lanyards	£174.60
Sept Newsletter Printing Cost	£30.23
Dec Newsletter Printing Cost	£132.74
March Newsletter Printing Cost	£22.50
qty 100 2nd Class Stamps	£85.00
PI Insurance	£77.20
qty 1000 envelopes	£32.84
	£544.53
Cheques to be presented to Bank	£0.00
Cash paid/to be paid into Bank	£0.00
Current Monies at Bank 17th March 2025	£1,914.01

### **Dates for your 2025 Diary**

**The Basingstoke and District Model Engineering Society** Spring Gala weekend will be held at the Viables Centre Harrow Way Basingstoke RG22 4BJ on the **12<sup>th</sup> and 13<sup>th</sup> of April** and the club once again has been asked to attend and provide a display of boats.

Visit by **Model Hovercraft Association**, once again we will be hosting the association on the **27<sup>th</sup> April**.

**Surface Warships Association**, will be visiting us on the 4<sup>th</sup> May.

**Popham Airfield Model Show** will be held at the airfield (SO21 3BD) on the weekend of **10<sup>th</sup> and 11<sup>th</sup> May** and like the Spring Gala weekend we have been asked to provide a display of model boats.

Volunteers are requested for both the Viables and Popham shows to bring boats for display and help man the club's stand. We will also need a couple of gazebos for the Viables show.

Please contact either myself or our Chairman Chris if you are able to help.

The **Vintage Model Yacht Group** will once again be joining us on **Sunday 8<sup>th</sup> June**

### **Midhurst Show report**

The show was held on Sunday 9<sup>th</sup> February and once again the club put on a great display of model boats and an RC Truck. At this point I have to thank in no particular order the following members (Barry Parsons, Alan Spooner, Tim Jeffries, Terry Walsh, Chris Cole, Dave Powell and Keith Ebsworth) who brought along boats to display and help man the club's stand. We had a good display comprising 19 models which showcased the variety of models within the club as a whole.



The show was spread over the centre's main hall, two side halls and another area near the café displaying 3D printing, crafting, model aircraft and others.

The main hall had a number of model railway displays of varying gauge and style ranging from N gauge up to O gauge live steam locos. In addition there were three other model boats clubs, RC Helicopters, War gamers, die cast military and civilian models and a display of large Lego Technic models.



One of the side halls was dedicated to Meccano models, the other hall had model boats from the Springbok Club and a display of very large (and expensive) RC Trucks which were often to be seen in action around the centre.

The show was well attended by members of the paying public and after the show I received the following from the organisers who are already looking towards the 2026 exhibition.

Dear Exhibitor,

I would like to take this opportunity to thank all the exhibitors and club members who attended the 42<sup>nd</sup> Grange Modellers Exhibition this year. It has been another very successful event, potentially the busiest we've ever had in this centre! Apologies if I did not get to speak to you towards the end of the show, it was my intention to do so but the busy nature of the event prevented me from catching everyone!

The club will be attending the 2026 show as usual.

*Member Keith Barnes has written the following message based on his recent experiences.*

### **Time for testing?**

On the 31<sup>st</sup> of September 2024, I had a routine blood test for type 2 diabetes. The next day I had a phone call from Basingstoke Hospital saying they had found a problem.

After being under four different scanners and seeing two consultants I was informed that I had advanced prostate cancer. This is not a curable condition but it is treatable if caught early enough.

I am currently in no pain and feel perfectly well within myself, but I do want to inform you of this silent killer! The only warning I had was a difficulty passing urine.

I would really like to encourage anyone who thinks they may have a problem to book an appointment with their GP for a test.

My best regards  
Keith.

### **Reg's Boats. Feedback**

Over the years as a club member, I have had many very interesting chats with both fellow club members and onlookers alike, and have been fortunate to have received a fair amount of feedback regarding my models. In the main the feedback has been very positive and encouraging. In addition to the usual topics concerning construction, model finish, performance etc., I've also had considerable interest shown regarding the fact that my models tend to deviate from the look of the full sized craft, or the intended look of the finished model from a kit.

A few weeks ago whilst contemplating how to reorganize the garage following an instruction from senior management, it occurred to me that I've not written an article for our illustrious newsletter for some time. I thought I would therefore put pen to paper (or finger to keyboard to be accurate), and share with you how I go about building my model boats and the philosophy behind it, which I thought may possibly be of interest to some of you. So starting with the fact my models tend to deviate from what was originally intended:-

Right from when I made my first model boats as a youngster, I've always wanted to try and improve the model in some way. I don't know why I just have. For example, I remember making an Aerokits Sea Queen and sailing it at Clapham Common in London in the sixties. It didn't take me long before I had this bright idea of getting rid of the cabin and making it into a speedboat. The conversion was actually quite successful, not just in terms of being able to do it, but in the look of the finished result. Although not exactly a sleek looking speed boat, the Sea Queen was now different, and that seemed to be the important bit which made my efforts worthwhile.

I also made changes to a Sea Commander that I used to take to the Round Pond in Kensington, including sticking wood effect Fablon on the deck and cabin tops rather than just paint them. Fast forward to today and this wanting to change the original in some way, to make it look different or better in my eyes at least has never really left me.

When starting a new build be it from a plan or kit, the first thing I do is to see if I can make what I think are improvements to the look of the finished model. In fact most of



the time I've already thought about potential improvements before I buy the plan or kit. Apart from construction improvements to improve the functionality of the model which I will detail later, what I'm really looking to try and achieve is ways to customize the model more into a form of art. I.e. to improve the beauty of the model in my eyes at least.

I fully appreciate this is a subjective area, especially with models based on full sized craft which has prompted the odd one or two not so positive comments. I suppose I'm lucky in that I am drawn to fast runabouts / cabin cruiser type boats, both models and full sized. This provides more leeway for me to play around with the design and overall look than perhaps with a working type model. Having said that I can stick faithfully to a plan if I have to, as I did with my model of HMS Unicorn, a fifth Rated Frigate circa 1750 in a case at home, but I consider that a one off.

I also tend to only make model boats from wood as I like the look of wood on both models and full sized boats. Again I'm fortunate in wanting to work with wood, because I don't think I have the skills or the mind-set needed to work with more modern materials. Senior management at home along with middle management alias our daughter, have told me on several occasions that I'm stuck in a time warp, perhaps that explains it.

The sort of thing I do now having moved on from Fablon, is to lay a fully planked deck complete with King plank where the full sized boat may have a painted deck. I tend to varnish the cabins sides and tops. I often put on brass fittings where perhaps they should be painted or not there at all. I tend to put brass handrails on cabin tops rather than wooden ones to contrast better with the varnished tops. One of my models a Crash Tender has a brass Cutwater. It was a real challenge to make, but in my eyes it improves the overall look of the model which I have converted into a private launch type craft. With my Lesro Rapier, I lowered the cabin height, enhanced the sheer line towards the stern and shaped the window bottoms to better follow the sheer line. For me this makes the model less 'bulky' and a little more streamlined. I also planked the deck in a Chevron pattern to help give the model a more purposeful look. Although I have given the Rapier a fully painted hull due to its ply sheet construction, I much prefer varnished hulls and tend to fully or part varnish my model hulls where the construction allows.

My most recent model is a 1940s Hacker craft Mahogany runabout built from plan. Although basically faithful overall to the original full sized boat on which the plan is based, I've made what I consider to be several small enhancements. For example, I have the instruments painted in bright red behind a brass instrument panel to match the red seats. I've installed a brass edged platform between the front seats and a thin brass rail along the front top of the wind deflector. The gearstick top and steering wheel boss are also in the same red as is the hull bottom so everything ties together. For me these little changes help to make an already lovely looking boat even more beautiful, which is what I'm trying to achieve with all my models. As stated earlier, I appreciate via comments made to me this approach is not to

everyone's liking, but it is an aspect of our hobby that I find most enjoyable which to me is what it's all about.

### **Model construction**

In terms of construction when starting a new model, I always look ahead and try to design out potential issues or problems from start to finish, rather than just follow a plan or set of instructions which in my humble opinion can fall short.

An example of this are older plans that show an IC motor installation. It's all very tempting to just replace it with an electric one and carry on, but where do the batteries go. Unless the model is a fast electrics type, weight is not usually a major problem, but weight distribution can be. We often use batteries to help ballast larger models based on working type craft, but with smallish cabin cruiser type models, particularly open top runabouts, ideal battery location can be a challenge, but if located incorrectly they can adversely impact performance and sailing characteristics of a model.

With my Hacker craft runabout I altered the internal layout to put the batteries where I wanted them to go and not where the plan suggested they go. Yes it was a bit more work, but the batteries are now where they should be and the model runs beautifully. The same with the electronics/wiring. I'm an absolute dunce when it comes to electrics, anybody who has ever spoken to me about the subject knows that, but I will still look ahead when building a new model and alter the internal construction if that helps to have cleaner/better positioned wiring and positioning of speed controllers, radio gear etc. in order to reduce potential operating problems at the lakeside.

Limited accessibility to the interior of the finished model is something that I often come across. In fact that's true with most of my models, so I design ways to improve access whilst building the model and not wait until it's finished and then knock it about trying to get to things.

I often reduce bulkhead mass to give more internal room. I've also made superstructures removable when they were supposed to be fixed, and I often make areas of the deck removable to gain better internal access.

In summary, I always try to look ahead and build out potential problems rather than just accept that the plan or instructions know best. It may be just luck, but I feel this approach has enabled me to successfully operate my models at the lakeside over the years with the minimum of problems.

When building a model I try to make each part of the build to the highest quality I can. This is particularly important with varnished areas where there's no paint to cover up mistakes. When I first started to make model boats, I would try to knock them out as quickly as possible. However the years have taught me that if I'm going to invest my time in making a model boat, then if each part of the build is as good as



I can get it, even if it takes a little longer, then the overall build will just be better, with less having to put things right or having to adjust things later, often when its awkward to do so without impacting something else.

For wood to wood fixing I always use water resistant PVA glue throughout the build other than with those areas that will become inaccessible, for these I use two part epoxy. These two glues may be a little old fashion with all the various modern glues now available, but they have never let me down. For fittings I use mechanical fixings rather than glue so they can easily be removed if need be. Perhaps management is right, I am stuck in a time warp!

### **Model finish**

In my early days after making a model, I would basically just slap some paint on to get it onto the water as quick as possible. Nothing wrong with that, but these days I tend to put more effort into trying to achieve a finish that reflects the work that has gone into the construction. When people ask me how I go about achieving the finish on my models, my short answer is patience and oil based paints and varnishes. I'm not saying oil based paints and varnishes are better than other alternatives, it's just that I cannot achieve the finish I want with them so remain with oil based finishes. In terms of application, I have tried using Aerosols and considered buying an Airbrush on more than one occasion, but I still use an old fashion brush as I find it's a more precise/cleaner process with less masking involved and no overspray issues. It also means I can work in a more confined space without senior management threatening to ban me from the house.

In terms of sequence when painting or varnishing a model I tend to go deck, model interior (inaccessible areas before the deck is put on), hull/cabins then back to deck. For models that have a visible planked deck, I always give the deck a couple of coats of varnish mixed 50/50 with White Spirit before painting or varnishing anywhere else. If I then get varnish or paint (particularly paint) inadvertently onto the deck it's easier to sand out compared to unsealed wood.

To achieve a long lasting and glossy finish I always use several thin coats of paint/varnish mixed approximately 70% paint to 30 % White Spirit (sometimes thinner), sanding with progressively fine grit between coats. With painted hulls I always start by giving the hull a couple of coats of bog standard undercoat thinned 50/50 with white spirit to key into the wood. I then put on sufficient coats without thinning to obliterate the wood. Once sanded down I will hopefully have achieved a smooth blemish free surface ideal for painting. I then apply around six paint coats. With a varnished hull because there's no undercoat I usually apply around 12 coats.

Be it paint or varnish I leave at least three or four days between each coat before sanding and applying another coat, hence the patience needed. I do this because I've found that although most oil based paints and varnishes are touch dry relatively quickly they can take days to fully cure. In my experience the longer the wait the better, as a harder surface will sand 'cleaner' than a soft surface and produce a flatter finish. Most surfaces if you look closely enough are made up of scratches. When sanding, the finer the grit the finer the scratches and therefore the surface, so

I usually start with a 400 grit for the undercoat, then 600 - 1000 grit for the initial two or three paint/varnish coats, going to 2000 – 3000 grit between the later coats. I sand carefully with the objective of flattening the surface without sanding through it, so each layer is allowed to build up.

Once everything is painted or varnished, I will leave the model for about a week for the finish to cure and then go back to the deck, give it a fine sand before finishing with two or three coats of matt or gloss varnish thinned 60% varnish to 40% white Spirit, so very thin, again leaving sufficient time between coats. I then give the hull and any other glossy areas a good polish.

I know this is a lengthy process, and the question is it worth it once the model is on the water is something I often ask myself. Obviously people have different views, but for me the effort is worth it.....just!

### **Model Performance**

As mentioned earlier, I'm useless when it comes to electrics. When I lived in London, apart from the odd small toy type electric boat I only used to run IC models and went over to electric when we moved to Farnham in the early 80s. In those early days all I needed was an engine, a full fuel tank, basic radio for left and right (not even radio in the very early days), and a pull cord, all nice and simple.

When I entered the world of electric motors I found it all wires, batteries that weighed more than the model, should they be in series or parallel, motors that initially made a noise and not a lot else, and having to put suppressors on the motors to reduce interference, etc. etc. All this was a bit alien to me, as I found out with my first proper electric powered model which I made upon moving to Farnham.

I had recently been told that the Moat at Elstead was available for model boats but not IC, so I bought a Huntsman 31 kit together with half a dozen or so pre wired D sized NiCads and an unnamed motor. I was assured by the model shop that this setup would give a good performance and at the time I believed it. Having then made the model, I took it to the Moat where I can only describe the performance as slow, very slow. Utterly dejected I spoke to an electrically minded work college who suggested I needed more volts, so he wired up 24 AA sized batteries for me. Back to the Moat and the boat went like a rocket for about two minutes then stopped with smoke everywhere. Mind you it was a great two minutes, much more like the performance I was looking for. Since that time in fairness to myself I have got used to using electric motors in my models. I've learnt a little about ESCs, Brushless vs Brushed motors, Inrunners vs outrunners etc. and with the much appreciated advice from club members, in particular Alan Spooner and our Chairman Chris, I have increased my understanding about batteries, but my overall knowledge on anything electric is still very basic.

Given my limited knowledge, I really try to keep things simple when I think about how to sufficiently power a model boat to give a satisfactory performance. My answer since that day at the Moat, is to think back as to what IC motor I would have used for

a given type of model. For example, with a 38 inch planning cabin cruiser like my Lesro Rapier, experience tells me that a .46 (7.5cc) to a .60 (10.00cc) IC motor will give a good planning performance. I didn't want a model going overly quick in our club lake so I opted for a brushless Outrunner roughly equivalent to a .46 IC.

An Inrunner would provide more out and out prop speed, but given the Rapier is not a small light fast electric type model, I wanted the greater torque that an Outrunner provides to drive a large prop. Given a .46 provides around 900 watts of power running around 9000 - 10000 rpm in water, I chose a motor of approximately 900 watts with a 720 KV rating that would provide the revs with the batteries I would be using. On 16.8 volts using a 45X prop. the model runs beautifully. I continue to do this comparison for all my models.....simples as the advert says.

Another aspect I find very important in order to get the best performance from an electric motor even a larger one, is to ensure that the motor is well fixed down and the motor shaft and prop shaft line up correctly. To ensure rigidity for the motor, if space allows I always bolt the motor mount onto a 6mm ply plate which is screwed onto bearers which are themselves epoxied to a strengthener glued to the hull bottom. I always used this system in my IC days and it always worked well for me and still does. It allows easy removal or adjustment of the motor without disturbing the whole set up as well as maintaining rigidity. I know when stating the need for motor rigidity and correct motor / prop shaft line up I'm stating the obvious. However, even with the powerful 1500 watt 60 IC equivalent brushless Outrunner in my Crash Tender, it doesn't take much miss alignment (even with a flexible coupling) or motor movement to visibly see the effect on power output, so I thought I would just include a comment on it.

Well, I think that's it from me. Thank you for your patience in reading this, I hope it has been of some interest. In conclusion I would like to use this opportunity to say thank you to our Chairman Chris, Club Secretary/Treasurer Andy and all those other club members who freely give their time and expertise to ensure the smooth running of our club which we all enjoy. So thank you.

**Reg Rees.**

***Thanks Reg, now we all know how to produce immaculate models just like him!***

#### **WhatsApp Group.**

Tim Jefferies has kindly offered to host a WhatsApp group which will be used to inform members of adverse weather conditions at the lake and other relevant information.

If you have WhatsApp installed on your mobile and wish to be part of the group then contact Tim on 07771 928743.

### **Safeguarding Policy.**

A new safeguarding policy relating to junior members has been written. I will have a hard copy with me whenever I visit the lake which members are invited to read

### **For Sale**

Keith Barnes has the following models for sale:-

Battleships HMS Warspite, HMS Valiant, Aircraft carrier HMS Victorious. All are 128<sup>th</sup> scale and in working order. Contact Keith on 01256 359928 if interested. Monies raised to be donated to Basingstoke Hospice.

**Boats & bits for sale** - Brian Warwick - 07795 968268 [brian@brianwarwick.com](mailto:brian@brianwarwick.com)  
Text, mail or call for any further info, photos or a chat: open to offers. Only sailing IOM these days so need space; a bit of cash would be useful too.



Krick Nordstrand kit. Standard kit that sells for around £180. Only a couple of bits glued otherwise unused and complete. Motors, RC, etc. required £120



Robbe Comptese. Servos included but requires RC. Has sailed at Eastrop but needs a good clean and rigging could use an overhaul. Dusty from storage. A nice project. £70.



Early version of DF65. All original including radio; just needs a wipe down and batteries to go sailing. A good starter boat for introduction to sailing and even DF65 racing. £50



Egrete Rhine tug. Lots of detail and operating features: servos, ESC and electronic switches included. Wheelhouse raises and lowers. Amber flashing lights on wheelhouse. Interior light in wheelhouse. Working navigation lights. Has been used a lot at Eastrop a few years ago. Dusty from storage and wiring could be tidied up but with addition of multichannel RC ready to go. 12v 7aH battery included. A few fittings need tidy up and others could be added. £175.

Microzone 2.4 GHz TX & RX. 6 channel. New and unused. £25. Many analog servos and other misc bits a bobs available.

Robbe Navy, twin throttle sticks, multichannel TX & RX converted to 2.4GHz. In good working order with multi switch module. £100

### **Close**

Well that's it for this issue, for those of you taking bets on this, according to word count there are a massive 4907 words in this edition plus a few pictures. Many thanks to Reg, who wrote most of them!

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.

*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**, our “**Internationally located member**”, to add a copy to our BMBC website.*