

Sale of Peter King's Boats

This raised the sum of **£372.50** which was donated to the Basingstoke Branch of the RNLI. See letter from their Secretary. Also note that the local RNLI branch will be holding a Coffee morning on the 4th November at 64 Eastrop Lane, Basingstoke at which RNLI branded goods will be on sale. All welcome to attend.



Royal National Lifeboat Institution

Patron: Her Majesty The Queen
President: HRH The Duke of Kent AC
Chief Executive: ~~Mr. Andrew~~ ~~Mr. Andrew~~ ~~Mr. Andrew~~
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64 Eastrop Lane,
Basingstoke
Hants.
RG24 4AX.

Andy Clark,
BMBC Secretary/Treasurer,
25 Conston Road,
Kempshott,
Basingstoke
Hants.
RG20 5AT

13.9.23

Dear Andy,

Thank you so much for your very generous donation of £372.50 to the RNLI. It is so very kind of you to think of us and we do appreciate it.

Our Treasurer will be delighted! Your money will go towards kitting out lifeboat personnel and is always greatly needed.

If you or any of your members are interested, I shall be selling Christmas cards, calendars and diaries (all RNLI) on Saturday 4th November from 10am until 12 noon at my address. You will be very welcome. It is also a coffee morning with raffle etc.

The RNLI is the charity that saves lives at sea
Royal National Lifeboat Institution, a charity registered in England and Wales ([201603]
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Many thanks again for your continuing support of the RNL and for this wonderful donation.

Yours sincerely,
Stéphane Le Maréchal,
Secretary,
Basingstoke RNL.

Vintage Model Yacht Group Visit – Keith Ebsworth

On the 16th of July we had a visit from the vintage model yacht group who on arriving mid-morning deposited some interesting looking hulls on the grass bank. Unfortunately, none of them had sails so the prospect of them sailing was very remote.



After plenty of socialising, and I thought our members did a lot of chatting, we finally got to see some of their boats in action.



Despite the blustery conditions it sailed remarkably well. Around lunch time another member turned up with several more models.



The pale blue one, for those of you reading in black and white it's the one in the middle, was radio controlled. Not what I was expecting at all but later in the day we

got to see it sail along with one Andy had asked me to pass over to one of their club members.



Mid-afternoon they sailed a gaff rigged model before heading home having declared they'd enjoyed a great day.



Thanks Keith for the article. We hope to see the Vintage Group again next year.

Visit by the Hovercraft Association

On August 20th a number of members of the association made their second trip of the year to the lake to sail/fly their models. The following photos give an overview of the various types of craft which they brought along.





I am sure we will see Hovercraft Association members next year.

Popham Airfield Model Show 2-3rd September

The club had a static display consisting of 5 tables well stocked with a wide variety of boats. The stand was within the large marquee at the show and its location was on the direction to the flight line for the RC model aircraft which meant that the display had a lot of interest from passing attendees and potential future members

The Portsmouth Model Boat Club with their portable pond attended and they were offering children to “have a go” with some of their boats for a donation to the RNLI. In addition there was a number of RC tanks and a car boot sale. The show was well organised with plenty of catering outlets and essential facilities. However there was only a few trade stands including club member John Bristow with his Deluxe Materials. This was due to the show date clashing with another major event.

During my time there (Saturday) there were amazing displays of flying of a wide range of RC aircraft from small helicopters to fast jets like American F16 and Hawker Hunters. When those were flying it looked and sounded like full sized planes seen at a distance. I have no idea how much such models cost but it must be in the thousands of pounds which would make crashing an expensive event! The largest model was at a scale of 55% of full size and boy was it big.

Thanks go to Carl, Terry, Will, Dave, Graham, Barry, and Joe who brought boats along and helped to man the stand over the weekend. On the Sunday other members Tim, Sarah, Joe#2, and Keith also attended. If I have missed anybody please accept my apologies.

The club's display





Scenes from around the show







Building the Charlotte - Part Two Keith Ebsworth

After completing the frame in Part 1 of this article I then proceeded to add all the internal supports and started planking in Liteply. As the hull was going to be double planked with the final finish in some fancy wood I didn't worry about keeping the Liteply planks all the same size but cut the lengths and widths at convenient sizes to fit the frame while still finishing on a bulkhead. I did try to keep rows on each side approximately the same to keep hull distortion as small as possible and to make the hull look symmetrical.



Several weeks later, after a lot of gluing and a bit of rough sanding, I finally had something that looked like a hull and I could start on filling some of the gaps. If I had not been double planking the hull I would have spent more time making sure there weren't any gaps.

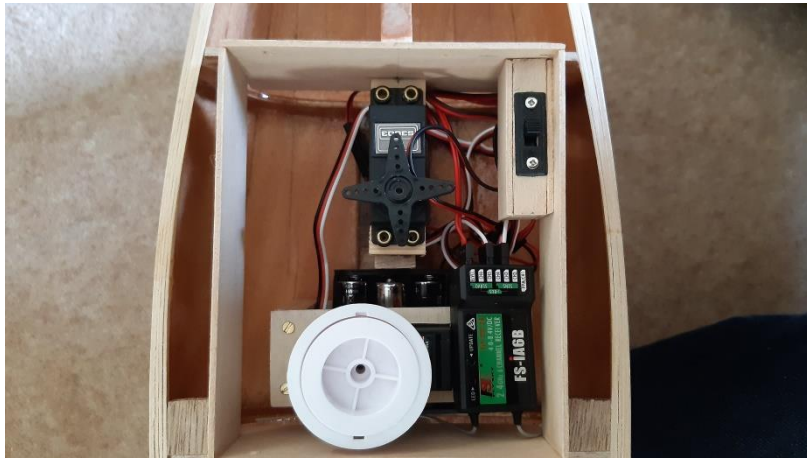
With the planking looking reasonable I fitted the keel as it would not be possible once the deck was glued on.



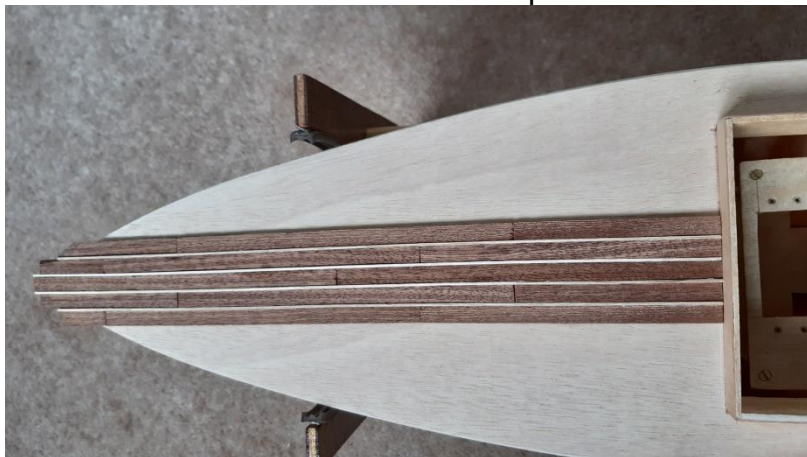
Coamings were added around the main hatch and the deck was cut and fitted but not glued as I decided it would be easier to fit all the electrics while the deck was off.



The electrics were added, drum winch for sail control, standard servo for rudder, receiver, 4xAA battery pack and on/off switch. The on/off switch has 3 connectors. In the on position the batteries power the receiver and in the off position the batteries can be connected to a charger so I don't need to remove them from the boat. Which is just as well because on the original plan no battery pack was shown even though a motor was fitted. The battery pack fits neatly under the drum winch but is fiddly to get in and out.



With the electrics sorted I removed them all, glued the deck on and sanded it to match the hull shape. The deck was also going to have a fancy wood finish on top of the Liteply so having decided on a planking layout I drew some guide lines down the centre of the deck and starting laying Mahogany strips cut to simulate scale planks. The Mahogany was 7 mm wide so I used some 1 mm thick Lime turned on it edge to give a contrasting stripe. The Lime was left proud of the Mahogany so it could be sanded to the same level when all the planking was finished. The planks were left long so they could be sanded to match the hull shape.



The Lime was scraped down with a Stanley knife blade and then sanded until it was level with the Mahogany. The whole deck was lightly sanded before turning my attention to the hull planking. The transom was covered with some Mahogany veneer I had left from my Victorian launch build and I had bought some walnut sheet for the hull as I wanted some contrasting colours. The walnut was first cut into long strips then into scale lengths ready for gluing in place. Due to the curve of the hull every plank had to be sanded to shape to fit up against its neighbour plus, again, I was trying to keep the pattern symmetrical so it wouldn't look odd when viewed from bow or stern. After what seemed like weeks (actually it was 6 weeks) it was finally finished and I was able to sand the whole boat and start varnishing. The time taken to plank is insignificant compared to the time waiting for varnish to dry. The deck got 10 coats of clear satin and the hull got 12 coats of gloss yacht varnish with sanding at various intervals. Needless to say it's still not smooth and the hull will be getting

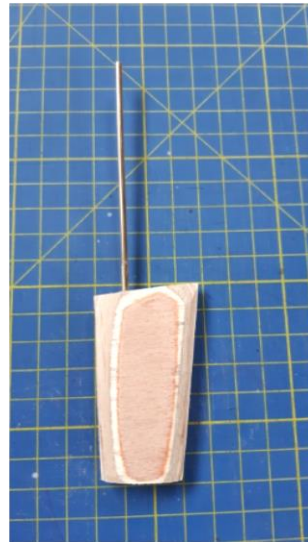
more sanding once I'm convinced that the yacht varnish has hardened. Real boat builders tell me they wait 6 months.



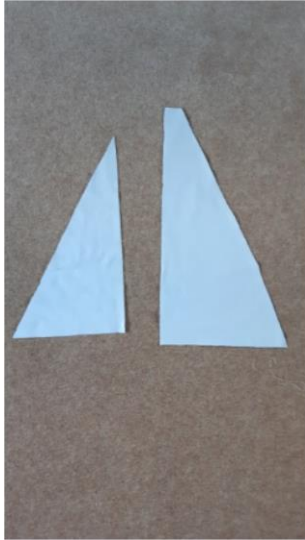
I drilled a hole through the deck and hull and glued in a brass tube to accommodate the rudder. I made a brass plate to hold the mast. The idea was that as well as looking good if it turned out the mast position was incorrect I could drill an extra hole in the deck and fit a longer brass plate which would hide the previous hole. I screwed brass eyelets into the deck as anchor points for stay, shrouds and guides for the sheets. Before fitting the deck I had glued blocks in place so the eyelets had plenty of wood to screw into. A small dummy hatch made from walnut was glued to the front of the deck and the mast was cut to size and shaped to fit into the brass plate. The drum winch and servo were refitted so I could work out positions for the sheet runs.



An angled slot was cut in a piece of Liteply to take the rudder rod which was then sandwiched between two more pieces of Liteply. The front and rear edges were then tapered before painting.



Paper templates were cut for the sails using the dimensions given on the plans. These were transferred to some Poplin Cotton I had left from the Schooner build and the sails sewn and eyelets fitted.



Finally I fitted the mast, booms, shrouds, stays and sheets and connected everything to the previously fitted eyelets with some small metals hooks I had made.

Time for sea trials.

So on Sunday 30th July I took her to the pond where she managed to sail without taking on any water. My thanks to Alan Spooner for advice on various adjustments after which she sailed even better.

I had always thought the sails were too small for the size of the hull and after discussions with several members, who thought the same, I decide to make them bigger. I have now made a taller mast, slightly smaller than I would have liked but the yacht will still fit in the car. Of course a taller mast and larger sail area meant a longer keel was needed so I am in the process of extending the existing one and will then make some larger sails. Hopefully she will sail as well as before, if not better, after the changes.

My final change is the name. Antony New called her Charlotte on the plans but I usually name my boats after family members so I have decided to call her Emma after my maternal grandmother. Build time has been 6 months with materials cost of about £130. Emma will be back sailing at the pond over the winter, see you there.



The completed yacht

Close

Well that's it for this issue according to word count there are 2057 words in this edition plus an abundance of pictures and I hope you found at least some of them worthwhile. My thanks to Keith for his contributions which made my job of producing this edition of the newsletter quite easy, without member's contributions newsletters would be quite short! So please feel free to send me any contributions for the next edition.

It's now autumn, the weather is on the change and the days shorter. However that doesn't mean that the joy of model boating is over for the year. Those of you, like myself, who are building or thinking of building a new model this could be the time to continue building or start a new project. I hope to provide an update on the build of my Bella yacht in the next edition.

So in the meantime enjoy your model boating whatever the weather!

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.