



# BASINGSTOKE MODEL BOAT CLUB

## Newsletter

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## **September 2021**

### **Car Parking charges at Eastrop Park.**

On behalf of the club I wrote to the Council objecting to the proposal to introduce parking chargers and to our local MP Maria Miller who also contacted the Chief Executive of the Council to raise our concerns.

The response by the Council to Maria Miller contains the statement that notices will be erected in the car parks 21 days before charges are introduced setting out the tariffs.

I received a letter from the Council, after sending in our objection, which stated that all comments received will be summarised in a report that will be sent to the Portfolio Holder and Ward Councillors to consider and decide the way forward. The report will include a Council officer's response to each comment raised. Once the consultation period has ended and the report considered I will be notified of the outcome and be able to view the report online. At the time of writing there is no news on the outcome of the consultation period

I review the Council's web site for any news relating to Eastrop but so far nothing new has been published.

### **Membership News**

Since the last newsletter and at the time of writing I am happy to report that a total of 3 new members have joined the club. Please join with me in welcoming to the club **Tony Hatherall, Paul Hunter** and **Jim Hill**. We look forward to meeting and seeing you all at the lake when you are able to attend.

I am delighted to report that the current paid up club membership stands at a record of **101**.

**Tony Carter** is moving away to Somerset in the near future, and will become, in his words, a "rural" member. Tony has over the years contributed a number of articles to various editions of the newsletter and has built a number of interesting models. His model of the Llama transport with actions, video of which can be found on the web site, has been a source of delight at the lake for children both young and old.

We wish Tony and family all the very best for their future in Somerset.

### **Club Bank Account**

The club's account from the outset has been held with HSBC. HSBC have written stating that Community Accounts, like ours, will no longer be available from the 1<sup>st</sup> November. Instead accounts will change to a Charitable Bank Account which unlike our existing free to run account will incur a monthly charge of £5.00, plus any cash will incur a charge of 0.4% of the amount being paid in and each cheque will be subject to a £0.40 charge.

In view of these changes I and the Chairman on behalf of the club are making investigations into an alternative bank account supplier. Details on any change will be communicated in the next newsletter.

### **Web Site**

The club's web site has undergone a thorough redesign and update using new software which has resulted in a site architecture that is much easier to use by members and visitors alike. The photo gallery has been expanded and updated with the addition of a video gallery, also an archive of newsletters going back to 2013 has been created.

A vote of thanks from the club is due to **Carl Clement** for kindly volunteering to use his professional skills in the redesign of the site and also for hosting the site on his server. In the past the club paid an annual fee to One.com for site hosting.

Carl has now taken on the role of webmaster and any comments, photos or posting of For Sale items should be sent directly to him. His contact details are on the website For Sale section.

If you have not visited to the site recently I recommend you take the opportunity to do so. The web address stays the same at [www.basingstokembc.co.uk](http://www.basingstokembc.co.uk)

**Visit by Vintage Model Yacht Group 25<sup>th</sup> July**

A number of young and not so young members of the VMYG visited Eastrop on an overcast and potentially wet day in July. Their attendance was down on last year mainly due to inclement weather forecast for the day. The majority of attendees came from the Southampton area with one of their members making the journey from Somerset to sail on the lake.

A good selection of free sailing plus vane sailing vintage yachts were seen both on the water and water's edge as shown in the following photos.





Thanks to Keith Ebsworth for providing the photos.

Now John Partridge's comprehensive report on the visit by the model hovercraft association.

### **Visit by the Model Hovercraft Association**

I have used text and photographs which I hope will reflect the very interesting visit to the pond by the Model Hovercraft Association on the 1st August 2021, together with a summary of my interest in the Hovercraft concept, spread over 50 years - time flies on a cousin of air!! More to follow in the article.

'There is no bover with a hover, a brilliant concept for transport' -

On receipt of our Secretary's email to the membership advising us of the proposed visit, I was immediately reminded of my interest in Hovercraft, it started in the 1950's, when I discovered Sir Christopher Cockerel's history of his invention.

On the 1st August 2021, the Model Hovercraft Association visited Eastrop Park, they are based at the Hovercraft Museum, Lee - on - Solent, Hampshire. The association was inaugurated at the museum on the 19th September 2004, their motto is "keeping model hovering afloat".

The members who appeared at the pond were welcomed by Andy, Chris and other members of the club, they included Mark from Ryde IOW, Richard from East Sussex and Brian from Southampton. They came with three very interesting models, which operated on the pond and on the footpaths - illustrating the remarkable versatility of the hovercraft -



Mark operating his 1/12th scale military version of the SRN 5, yes, it took off from the footpath, entered the pond and returned to terra firma, magic in motion.



Mark explains to Tony and Andy, giving away some expert advice, Tony was very interested in the 'skirt', a vital key feature of the hovercraft design



Richard operates his unique model, using a concept of two fans, one for lift and one with air diverted to slots on the four sides of the model, the model could travel in any direction and spin in its length - very clever.



Richard's model impressed BMBC members before running on the pond



Brian and Tony discuss in detail the electronics and concept of his semi scale model



Richard and Brian's models operating on the water, very impressive performances.

Before I complete this article, as requested by Andy, I want to share with you all a little of my interest in Hovercraft, in the 1980's I built a scale model of a SRN 5, based on a 'Model Boat' magazine plan ( designed and prepared by Mark ).



I had the pleasure of operating the model on the Kensington Garden Round Pond, in London, one of the world's first venues built for model boats, the model was entered in the 'unusual model category', and won the competition, 5th June 1987.



Under construction, powered by two 500 motors, mechanical servo operated speed controllers, fitted with segmental fabric skirt, Copidex applied to the inside face to reduce air leakage.

Finally, my model introduced me to the Cardiff High School Hovercraft Project via their Technology Teacher, he wished to enter the BP Schools Hovercraft Racing competition a sponsored event organised through the Hovercraft Club of Great Britain - I could not resist the challenge, and after building two craft, we ultimately entered the World Junior Championship, held in Diss, Norfolk and shared third place - a success.



Simple Cyclone design, single cylinder Kibota 250 cc motor, speeds up to 30 mph, our first completed craft.



Our second, modified cyclone, fitted with a twin cylinder 250 cc Yamaha motorcycle motor, achieved speeds of up to 40 mph, increased power and acceleration - the World Junior Championship third place winner - the culmination of 10 years of excitement and fun with no serious crashes or injuries.

In conclusion, I hope you enjoy the article, it may inspire some members to 'hover', I know that Tony has a hovercraft partly built, no pressure but we look forward to seeing the launch at Eastrop very soon.

Finally, the visit to the pond of Mark, Richard and Brian was a great success, many thanks to all three 'hover fanatics' for making the effort to travel, display and operate their models, certainly an inspiration to all Members who attended.

*Many thanks John for an excellent article, with your background you were the ideal person to write it. Andy.*

For members who want to know more about hovercrafts The Hovercraft Museum at Hill Head Lee-on-the-Solent is open on Saturdays from 10:00 to 4pm with a short closure during the winter.

*Next we have an article from **Carl Clement** describing his scratch built pusher tug.*

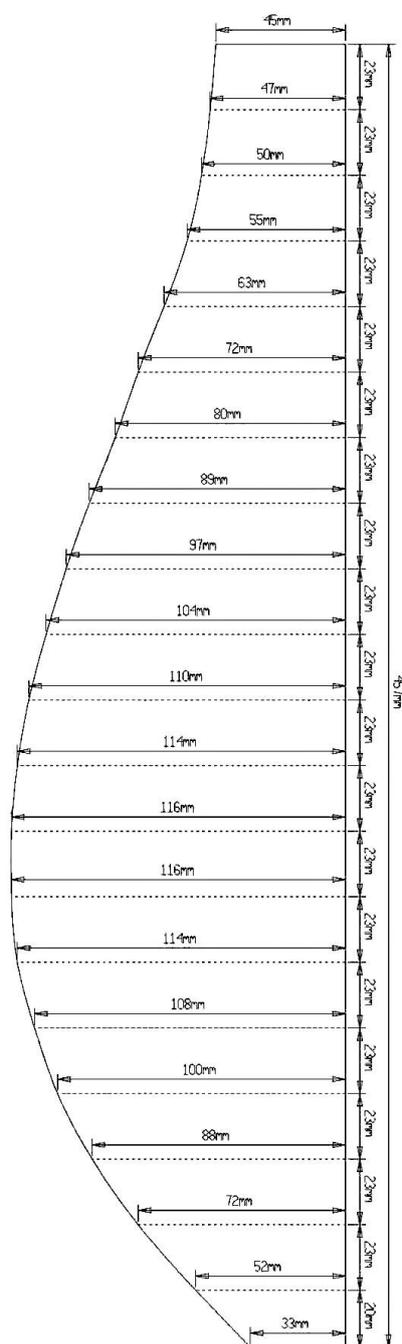
### **Building a Pusher Tug**

The idea to build a pusher tug, as a small boat rescue craft at the pond, was Phil's idea, but having seen the pusher tugs online, I thought they looked like a fun boat. I was lucky enough to find a simple plan for a pusher tug online at Model Boat Mayhem so thought, "hey, why not give it a go!"

The pusher tug hull is a basic box with a shaped lower edge as detailed in the plan below. The dimensions are 457.2mm long by 203.2mm wide (18 inches by 8 inches). The great thing about a pusher tug is you can build it from whatever you

have about. Mine was built from an old plywood packing crate and Phil's is foam board but I have heard of them being built from scrap wood and even an old wooden chest of drawers.

The basic hull profile/plan is below to the left.



The construction is very straight forward, you will need a bow and a stern cross piece. The bow piece needs to be a minimum of 33mm deep, (I made mine 38mm deep then contoured the bottom edge to meet the profile of the hull), and it will need to be 203.2mm wide minus the combined thickness of your side panels. My side panels were made from 9mm ply, so the combined was 18mm. This made the width of the bow cross piece  $203.2 - 18$  which is 185.2mm. Being totally honest, I stopped worrying about the .2mm bit before I started building so my cross pieces were 185mm.

The rear cross piece is the same width but slightly deeper at a minimum of 45mm. The contour on the hull is a lot shallower here so I made mine 47mm deep and shaped it to the contour once the basic hull was built.

Once you have all of the pieces cut, simply glue together as a square box, working with the contoured edge of the side panels up and the straight, deck side down. I also used some small square profile pieces in the corners to keep everything square and reinforce the corners.

Once the hull sides were glued together and everything was set (I used slow cure epoxy resin), I trimmed the bow and stern cross boards to the profile of the hull sides. I also added two cross braces made out of some scrap 40mm by 6mm stripboard I had. One went at the stern, as flush as I could get to the hull profile and one at the deepest part of the hull,

which become the mounting point for my motor.

I had some 0.8mm ply sheet in my wood pile, so this became the material I skinned the bottom of the hull with. As it was a little short but overly wide, I joined it towards

the rear of the hull, using another 40mm x 6mm x 185mm piece of strip board to reinforce the join. This happily lined up well with where the prop shaft would come through the hull. All was epoxied into place and left to set. The hull was then sanded and shaped. Once I was happy with the shape (really just the radius on the corners), the hull was finished with polyester resin and fibreglass tissue. Having never fibre glassed a hull before I did mess it up, learnt a lot, and then managed to recover the mess back to a decent finish.

At this point the prop shaft and rudder were fitted. The rudder was a standard medium sized rudder I had in my bits box, and the prop shaft was a 200mm shaft in a 150mm tube bought on Amazon. It come with a 36mm 3 blade propeller which is still on the boat. My rear cross support and hull bottom reinforcing acted as supports for the rudder and prop shaft. I also took this opportunity to install a 550 motor (Holmes Hobbies Crawlmaster, 5 pole, 13 turn with Hobbywing ESC) and coupled everything up.

With the hull pretty much finished I moved on to the deck. To deck the boat I used 3mm ply, thankfully I had a sheet that allowed a single deck piece to be made and access holes cut using my CNC machine. The deck was stuck to the hull using epoxy and sealed with polyurethane varnish.

The whole vessel was painted with red oxide, then the deck was painted green and above the waterline in black. Using my 3D printer I created the two rams at the bow and the hatch cover at the rear. The main cover was fashioned from some 1/10<sup>th</sup> scale aluminium checkerboard I had left over from one of my crawler builds. Mooring bollards and the cabin were also 3D printed, with all of the large deck structures being held in place with magnets. Finally, I added some black, rubber draft excluder around the hull as a rubbing strip.

But, and this is the important bit, there is no right or wrong way to build the superstructure for your pusher tug. Let your imagination go wild, build whatever you want, as complex or as simple as you choose.

With regard to ballasting, I ended up with 2 x 6v 7.2 amp lead acid batteries plus about 800 grams of lead. Ballast your tug to be rear heavy, this design of pusher tug has a habit of dipping it's bow under the water if you run too fast, the rear biased ballast helps reduce that.

Finally, there are an official set of rules for competition pusher tugs in the US. My tug does not meet them, but it was built for fun. In the USA, pusher tugs are used to play water polo and for barge pushing competitions, hence the rules that build a level playing field. For me it's just a fun little boat to have out on the pond, with the added bonus of being able to push my other boats back to the edge when they breakdown.



The finished Pusher Tug on the workbench just before her maiden voyage

*My thanks to Carl, a video of his pusher tug can be found on the redesigned website.*

### **Close**

Well that's about it for this issue according to word count there are 2731 words in this edition plus a bountiful supply of pictures and I hope you found at least some of them worthwhile.

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. If anyone is thinking of building a new boat over the coming months I am sure members would be interested in hearing about it. Just send me some text and pictures of progress and I'll do the rest.

In the meantime enjoy your boating, but with winter coming wrap up warm and keep well.

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 have a copy added to our BMBC website.*