

August 2013 - Summer Newsletter

Scale Captain's Chat

Hi Folks...

Welcome to the Summer Newsletter. What a strange year we have had so far, Steering Competition postponed because we had too much water, windy and wet days keeping the attendances down, and now really hot weather.

As many of you will no doubt be aware in June I had a dramatic sinking of my newly completed model destroyer and had to arrange for divers to recover it, I must admit at one stage I wondered if I would ever see it again! Just goes to prove a ballast test in the bath may not be all that you need to do with a new model to ensure it floats the right way up at the pond!!!

The Steering Competition for The Solent Cup and the Navy Day all went well although it would have been nice to see a few more of you having a go at the steering, why not come along on the 11th August and try your hand? I am sorry that we have lost the Lymington Lifeboat Day Show with little notice but they decided to restrict us to two tables, which the committee considered insufficient for the club to put on a display. With the loss of The Masonic Hall the future for club Exhibitions looked bleak, however I am pleased to say that we have secured All Saints Church Hall in Milford On Sea for a Club Charity Show on 7th September 2013 and hope that as many of you as possible will support it with your models. PLEASE LET ME KNOW BY PHONE OR EMAIL IF YOU CAN COME AND the NUMBER OF BOATS YOU WISH TO SHOW, set up will be on the Friday evening 6th September from 5pm. If all works well this will be our future venue for the main club exhibition. Proceeds are in aid of the RNLI and Hampshire Air Ambulance. Peter Taylor has designed the attached new poster for the show and I hope that as many of you can get at least one displayed in your local area.

Let us hope that the second half of 2013 will give us fine weather and pleasant sailing and I hope to see many of you at the pond over the coming months.

That's all for now, *Happy Sailing, David*



Did the scale captain spent so long in the pond recovering his warship that he shrank in size, or was it just that the Calshot Sub-Aqua Club divers eat a lot of Wheatabix?

Date for Your Diary

Sunday 11th August: **Steering Competition:** Richard Graham Trophy: Setley Pond, start at 9.45am.

Monday 26th August: **Late Summer Bank Holiday**

Saturday 7th September: **Charity Exhibition:** (in aid of the RNLI and Hampshire/IOW Air Ambulance)

10am to 4pm, All Saints' Church Hall, Greenbanks Close, Milford on Sea, SO41 0SQ (set up on Friday 6th September from 5pm). Poster attached.

Saturday 14th December: **Xmas Lunch:** South Lawns Hotel, Milford-on-Sea; 12.30 for 1pm (see end of Newsletter)

Editorial: ...over to you?

The photo shows my latest model boat build... a small (20 foot in length) ketch/yawl rigged cruising yacht at 1:1 scale! OK, I admit I'm not doing it myself, it's being built by Swallow Boats in West Wales. However the process is remarkably similar to model boat building. The parts are designed on a computer and then cut out by a CNC machine before being glued together (hopefully in the right order). To save weight the decks are going to be made with "an Airex foam core and laminated in a vacuum bag". I don't think this is quite the same as making them out of plasticard but it sounds



suspiciously similar! The masts will be carbon fibre and the rigging is some sort of string. Having a boat built for one is undoubtedly a luxury, but it's still proving quite time consuming since I've been helping to define details of the internal design, and I am also providing and fitting out all the electronics. And before you ask, yes it will be radio controlled... but much more primitive than what we are used to! With a transmitter hung round my neck I'll be able to alter course to a limited extent but I'll still have to adjust the sails by hand - very basic stuff!

Why am I telling you all of this? Well, as you can imagine, my new boat is a bit big for Setley pond so I'm likely to be spending less time there in the future and have less opportunity for photographing your models. I still plan to continue to edit this newsletter and to maintain the Club web site, but in future I'll be relying more on other Club members to provide content for both. In that respect it is very pleasing to see a number of items from club members in this present newsletter issue; my thanks to those who have contributed. But at present I rarely get submissions to the web site... if you photograph or film your boat why not send me copies so others can also see your work! I can do what's needed to put your work up on the web site, just send your contributions to me!

You will find that the minutes of this year's AGM have been included in this newsletter rather than waiting for the issue prior to next year's AGM. The idea is that members should get a chance to read the minutes while those that attended can remember what happened, and while the information is still relevant for those who were unable to attend. Comments on whether members prefer to have the minutes earlier than previously would be welcome!

Peter Taylor, your Editor.

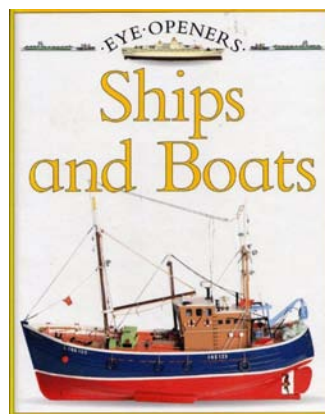
Letter: from Charles E. Somerville - one of our more senior members!

[received 6th May 2013]

I am sure that some of our members will have noticed that if you build a 48" model with a 13" beam, as you grow older It seems to become longer and heavier, especially if, like me, you are approaching 88!

One of my models "Sheila" a Lossiemouth Seine net fishing boat has been sailing at Setley for many years. Sometime in June I will be delivering her to the Lossiemouth Trawlermen's Museum where she will have a permanent berth.

The same goes for my model of HMS Wildgoose, on which I served (aged 18) during the winter of 1943 in WWII.



"Wildgoose" and "Sheila" were both exhibited at the Model Engineers Exhibition in London in the 1980's. Wildgoose is soon to become a permanent exhibit at the Maritime Museum in Liverpool.



It appears that simply by surviving for another 70 years since 1943, I have been promoted from a very ordinary seaman to a worthy "Ancient Mariner". Wildgoose was second in command to HMS Starling (Captain: Frederick J "Johnnie" Walker CB DSO and 3 Bars) who commanded the 2nd Support Group. We sailed from Gladstone Dock Liverpool, and did battle with the Atlantic Ocean, while sinking more U-boats than anyone else.

Consequently, at the end of May I shall be joining in the Battle of the Atlantic 70th Anniversary celebrations in Liverpool. Sheila and I are booked at the famous Adelphi Hotel. As all my children (!) live near Liverpool we start off with a family reunion at the Adelphi on Thursday 23rd. We have several engagements relative to Wildgoose, and perhaps the greatest experience will be our invitation, along with the very few other remaining members of the 2nd Support Group, to the Commemorative Service in Liverpool Anglican Cathedral on Sunday 26th. From the numbers on our reserved seat invitations it looks like to me somewhere within that great building we shall have front seats!

As a result of these two models becoming stationery, I have removed all the motors, radio, servos, etc. Though these are nearly 30 years old they are still working, and anyone who has a use for them may have them for a contribution to the RNLI.

Regards and Best wishes, *Charles* (Charles E Somerville)

Suggestion: A Novel Craft to Model?! by John Cooper



Returning from New Zealand we stayed in Bangkok, our hotel overlooking the river Chao Phraya, enabling us to see many long boats in action. The Long-Tail boat (known as Ruea Hang Yao, in the Thai language) is a type of water craft native to South East Asia. The light weight hull, up to 30 meters in length, is used to carry passengers (usually tourists) up and down the river.

The engine, either a 2nd hand car or truck engine, is mounted on an inboard turret-like pole which can rotate through 180 degrees allowing steering by thrust vectoring. The propeller is mounted on a long shaft connecting directly on to the engine drive shaft without any additional gearing or transmission. The engine also swivels up and down to provide a neutral gear when the propeller is out of the water. Cooling of the engine is provided by a shaped metal pipe underneath the hull. Speeds of up to 30 knots are the norm.

Prospective modellers should note that internal combustion engines are not permitted on Setley Pond!

John Cooper

Feature article: On Sail Controls and Keels by Paul Nixon

[Paul Nixon wrote this in reply to a query from a member of another club, Nick Fletcher, and thought it might be of more general interest]

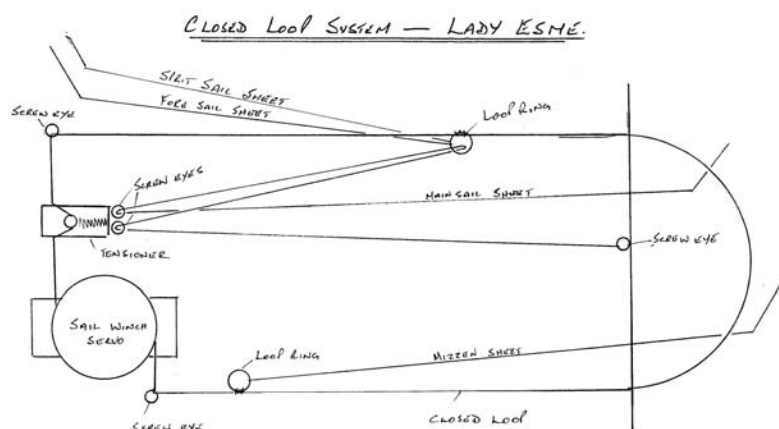
Reducing mast height for transport: Putting a sleeve on the mast will work. Though I haven't used that technique myself I've seen it used at the Poole Radio Yacht Club with success. I have just completed a Brixham sailing trawler (1/24) but the topmast can be lowered so the stowage height is reduced to 36 inches from the keel and at this height will fit into an older style Renault Scenic.

Controlling multiple sails: Regarding the sail operation, I use a closed loop from a single winch servo and the set up is best shown by the diagram below. This arrangement, which I use in the trawler, allows for twice as much sheet movement on the mainsail as it does for each the spritsail, foresail and mizzen. Obviously none of these sails can be operated independently with just the one winch.



Referring to the diagram, the loop I made is of non-stretch fishing line and led around the vessel; through a guide tube at the stern and through screw eyes in way of the winch which I placed far enough forward to give me suitable amount of travel. In my barge the travel is about 13 inches and in

the trawler about 8 inches. Next to the winch I have fixed my own design spring loaded tensioner. For tensioning some sailors use elastic bands and some simply hang weights on the loop, it really is up to the individual - in my case, if it works...!!!! Onto the loop I have attached and fixed in place rings onto which will be attached the sail sheets. Note that if you require all the sheets to be paid out at the same time one can fix them to either side of the loop but at opposite ends or, as you can see,



you can heave in and pay out at the same time by putting the rings on either side but at the same end of the loop. The sprit sail, foresail and mizzen sheets in my case are attached directly to the rings on the loop and led through the deck via guide tubes and attached to the sails. End point adjustment on

my Tx for the sail winch is set to give about 6 inches of movement. The mainsail is a bit different as I needed a lot more movement. I have led the sheet from the main sail through the deck via a tube, threaded it through the first screw eye on the back of the fixed body of the tensioner, back through the ring on the loop and then passed it through a second screw on the back of the tensioner and then secured it to a screw eye fixed into the hatch coaming. Note that this sheet is not fixed to the ring on the loop but simply runs through it. What you now have in effect is a primitive double purchase block but instead of using/moving the hauling part/the sheet and moving the block/ring a little bit you are moving the block/ring relatively little and the hauling part/sheet moves a lot - actually twice as much, hence I get 12 inches of movement. I made a mock up on the work bench first just to be sure it all worked. Note that I haven't tried it in a strong wind and assume that there could be quite a load on the winch if the wind is strong so make sure it is a good one.

Removable keels: My keel was a built up blade type in the fashion of a plane wing about 12 inches deep, (14 inches with bulb) ribbed and sheeted with lead sheet lining the bottom portion. A threaded rod ran all the way through it with a 6lb bulb at the bottom end and about 5 inches of rod protruding at the top which passed through the keelson of the vessel and a support block inside the hull, the whole was secured by means of a wing nut. Two pins secured on the top edge of the keel locate in small tubes set into the keelson to keep the keel straight. Total weight of the keel is about 8lbs. It was made as a universal item to fit both my sailing craft so only one unit would be required. I'm only stuck if I want to sail two craft at the same time!

Paul Nixon

SRCMBC 2013 Annual General Meeting - Minutes

The 2013 AGM was held at 7.30pm on 17th April at the Pavilion in Vaggs Lane, Hordle. Twenty five people attended (again a good turnout). Apologies were received from Don Scott, Ray and Carol Hellicar, Dave Reith, Peter Perry, Colin Vear, Don Hoe, Dennis Maxted, David Murray. Mike Dunn, Peter Oram, Arthur Shannon.

Minutes of last Meeting

The minutes of the last AGM were read and approved. as per 2012 minutes Proposed: Alan Furness
Seconded: Paul Nixon

Matters Arising

At last years AGM it was brought up concerning **Club meetings and social events**, that the committee were looking at The Filly Inn and would go and check the venue out, maybe suitable for a club barbecue in the summer depending on how many members would attend, this will be brought up in a later newsletter. The Filly Inn is situated just down the road from the lake before entering Brockenhurst.

Subscriptions will remain the same as last year, no one objected except Roger Yeatman who did not attend meeting, who was under impression that subs would be reduced this year.

A **Risk Assessment** was done by David McNair-Taylor and Graham Coombs at the lake side. A copy of the assessment can be found on the website or otherwise if you would like to see a copy please see either David or Lorna, a copy of this was sent to our Insurers as per their request. It was asked by Steve French who our Health and Safety Officer was and was informed it was David McNair-Taylor, who has done all the necessary NEBOSH courses. No other matters arising.

Proposed: Peter Burton

Seconded: Steve French

Captains Report

The Captain welcomed members to the meeting and reported that 2012 was again another good year for the club with a steady membership of around 156, we have had members leave for one reason or other and new ones join to keep numbers steady.

March 16th - Highcliffe Show - About 50 boats were on show - excellent day - raised £704 on the day and we have also had a donation from HSBC of £500 which will go directly to RNLI. A big thank you to everyone who helped on the day.

April 22nd - Steering Competition - Richard Graham Trophy - Good turnout, fine day, Andy Davis won the Trophy.

May 20th - Navy Day - Good attendance also fine weather, actually got boats on the water this year instead of them staying on the tables. Thank you to everyone who helped and turned up.

July 22nd - Steering Competition - Solent Cup - again attendance was good, weather fine. Andy Davis won the cup.

August 5th - Lymington Lifeboat day - Excellent show well attended, was again run in conjunction with the bath race. We had 50 boats on show and put boats on the water, this year the RNLI have asked for a display on the water, this will be mentioned in a later newsletter. Thank you to everyone who attended and the RNLI raised £1,000. As stated last year the club paid for members parking fees, weather good.

September 1st - **Lymington Exhibition** - we again had over 120 boats on show and filled the hall. Thank you to everyone who attended and helped on the Friday night with setting up and on the Saturday. We raised £900 on the day which included the buckets and what was taken on the three charity stalls, the charities were RNLI, Air Ambulance, Help the Heroes we also had a donation of £500 from HSBC which went straight to Help the Heroes, so in all for the show we raised £1,400.00. We also had sponsorship from Wightlink of two tickets for four people and a car to the Island, thank you to Paul Nixon for obtaining these. Mention of this year show later in the meeting.

December 15th - Christmas Lunch at South Lawns Hotel - This event was attended by 60 members the most we have had for some years at least it did not snow. The raffle raised £150 for Cancer Research and Dreams come true. Thanks go to Lorna and Andrew for organising.

My thanks go to Peter Taylor for all his hard work on the Website and Newsletters.

The sad part of my report is I have to record the sad loss of several members during the year: Vera Winter, Don Brazier, Richard Densham, Tessa Coombs, Matt Braban; all will be sadly missed.

Overall a good year and my thanks go to all the committee members for their support and help over the year.

Proposed: Brian Rapley

Seconded: David Hardy

Treasurer's Report

The Treasurer gave the Financial Report showing items of Income received as per balance sheet, then detailed down the Expenditure as per balance sheet. Subscriptions are now due and as at the AGM, and out of 156 members, 90 have rejoined. The fees have been kept the same and was voted on.

Proposed: Peter Burton

Seconded: Steve French

Election of Officers

The Captain, Andy Davis, Ken Dyer, Arthur Shannon, Lorna Soffe all said they would still run on the committee and were all re-elected. The committee had two vacancies and Graham Coombs was put forward as a nominee and was elected onto committee by all members at the meeting. Also Peter Taylor was put forward officially as Press Officer and Public relations officer, he was elected by all members at the meeting.

Proposed: by all members

none against (25 members attended)

Clarification of 2013/2014 Subscriptions raised by Roger Yeatman

As per last years minutes the subscriptions were increased and these amounts were to be kept for this year and subsequent years. One member was under the impression it was only for one year.

Proposed: by all members

none against

Events Calendar

The 2013 event calendar was discussed with members: **Highcliffe Show** - already mentioned in minutes. **Richard Graham Trophy** - the steering competition has had to be cancelled due to state of pond. It was decided by the committee that as we had no car park, no spectator safe area, banks are dangerous to competitors, danger to David setting up, 3 people up to now have slipped in. It will be now be later in year. Planned events: **Navy Day, Solent Cup** steering competition, **Lymington Lifeboat Day, Christmas Lunch** at South Lawns Hotel

Discussion on way forward for the Annual Club Charity Exhibition following loss of Masonic Hall facility

The committee tried to book last year for this September, David kept trying to contact the people who are supposed to be running it but never got a reply until January, (he started chasing in November) he

was then given various excuses why no one had come back, (people working abroad, no computer etc). When he got the reply the date we have had for the past two years was taken by the Masons, the other two dates we were given were no good too late in season, also we could not set up night before and had to be out by 5pm Saturday night. So have decided not to try and book the hall again, but look for a new one, the committee are now looking at various halls including: Brockenhurst and Milford.

Also mentioned by Steve French: United Reformed Church Hall Lymington, Church Hall Lymington opposite Boots. West Quay Southampton. Mentioned by other members: Christchurch.

It was put to members by Alan Furness that it should be left to the committee to find a hall that caters to all our needs, this was agreed by all.

Proposed: Alan Furness

Seconded: Peter Burton

Proposal for on water on water display at the Lymington Lifeboat day

Lymington RNLI have asked if we can do a boat display on Lifeboat day 11th August, if anyone would like to take part please let David know before the date, the display would be on salt water. This will also be mentioned in a later newsletter.

Request for a display from Lymington Sailability for their Annual Fete

We have been asked by Lymington Sailability if we as a club would like to do a display on water at their Annual Fete which is on 8th June at Bandstand Recreational Ground, Lymington. The club will not be putting on a display but if individual members would like to attend please do so, David has full details so please contact him.

Future of club membership of SWAMBC and Insurance cost implications

The committee this year have decided to bring this to members attention: we pay £25.00 and usually (except this year) we have 6 books displaying information about all clubs in their association. We were wondering whether it was worth still contributing to them as we don't attend any of their competitions and Weymouth show is no longer done. Also being a member we have our Insurance at a discount, but have found without this discount we would pay approx £10.00 more. We do get mentioned on their website.

We therefore put this to the members present and all agreed to keep this going due to the small subscription paid and the publicity we get out of it. Peter Taylor as press officer has agreed to send reports to SWAMBC for their newsletters and website.

Concerning the Insurance it has been paid for this year but we will check other companies to compare prices, we at present covered for 2 million and this covers members for exhibitions and being able to sail anywhere.

Proposed: by all members

none against

Any Other Business

It was mentioned that the car park is still under water, slowly going down. The Gorse bushes have gone near the Setley Pond sign; we have found out that a member of the Sailing Section decided to take it upon themselves to hack it down, without consultation with the Forestry. We were a little worried as a club in Exeter did the same and lost their pond. John Cavell went and met the Forestry at the pond and was told that the gorse clearance was going to be done but may be postponed until next year because of the bad weather, though he would like the bush that was hacked down to be cut to the ground, this will be done by the member who did it in the first place. Also the main sign is going to be refurbished with a warning of deep water and steep banks, he would remove the dogs on a lead as they did not think it right to restrict dog walkers in a free roaming forest. Though a doggy refuse box is out of the question due to possible vandalism.

Road potholes to be done eventually, some already have been done, taking awhile due to so many on roads, as we are all aware of.

The lake is now used everyday of the week: **Scale section** - Thursday and Sunday; **Sailing section** - AC yachts Monday and Saturday, RM Tuesday and Friday, 6m Wednesday.

Thanks: Paul Nixon was thanked for getting the Wightlink tickets for last years Lymington Show and **Sue Nixon** was thanked for all her help at the Highcliffe Show. **Peter Taylor** was thanked for all his work on the website. At present the website is going through a revamp, which when finished will mean members can contribute straight onto the website themselves. Peter has also been asked if some

sort of forum could be made available on the website, this is possible but we would rather refer anyone to the forum on ModelBoatMayhem. David thanked **the committee** for all their help and assistance during the year.

It was discussed that when we eventually find a new Hall for our main show of the year that it would have to be well publicized. For instance if we had the hall at Milford which would cost £155 for 8 hours we would have to give posters out to all shops, Forestry and private camp sites, model magazines, local papers, radio stations, arrows leading to hall and a presence in the village to promote us, maybe even Stormy Sam showing up. Maybe the first year would only be members and a few members of the public until we get established.

Proposed: Alan Furness thanked the committee for everything they had done during the year

Seconded: by all members present.

Meeting was closed at 8.40.

Members Adverts: Yorkshireman Tug Kit (Mike Wood)



Mike Wood (a past club member) has a Model Slipway Yorkshireman tug kit to sell (photo shows a built version). The hull has been started only motors, gearboxes and shafts fitted. The kit is complete with 12 volt gel cell, battery and charger. The kit retails at £265 and Mike is looking for **£165 or near offer**, or will also consider exchange for a ready built model. He also has a Futaba 40 Mhz radio set with transmitter, receiver, charger, 3 servos; Unused and still boxed **price: £65**. Buyer to collect from Lymington.

Contact: Michael Wood; Phone: 01590 678609; email: mikewood@srcmbc.org.uk

Members Adverts: Model Boats (Roger Yeatman)

Roger Yeatman is reducing the size of his boatyard and so offers the following for sale. The models can be viewed at Poole, Please phone ahead to make a viewing appointment. The models are offered on a "Buyer Collects" basis.

Contact: Roger Yeatman; Phone: 01202 737112; email: rogeryeatman@srcmbc.org.uk



"Boston Arrow" - Fishing Trawler: Length: 37", Beam 8". Tin-Plate/Ply/Plastic Hull. Single Screw, ESC, 40MHz receiver, servos, 9.7V NiCad battery. Rebuilt model with detailed deck fittings.

Bargain Price: £190 o.n.o.



Pusher Tug: Newly built and tested. Length 18", Beam 6", Moulded plastic. Single Screw /Combined rudder system (Vorth-Schneider). Good Performance - highly manoeuvrable craft. 500 Series motor, 40MHz receiver/Battery.

Price: £95



"Toiler IV" - Harbour Tug: Length 22", Moulded Plastics construction. Single Screw / Vorth Schneider system. Operational Fire Pump. Electrics converted to UK. Adapted for 40 Mhz RC Control. (Origin: Chinese)

Price: £70 o.n.o.



Folkboat: Sailing Yacht: (Unfinished project, needs additions and a little modification to running gear). Length 39", Beam 10", Draft 9". Fitted auxiliary motor (500 type), Genoa rig, winch for sails. Receiver and servos, no transmitter. Interesting popular design and sail plan.

Price: £195 (or very near offer)

Club Contact Details

For Club Merchandise, and Membership Matters:

(if your address, email, or other **membership details** change):

Contact: Lorna Soffe, 1 Stoneleigh Avenue, Hordle, Lymington, Hampshire, SO41 0GS.

Email: membership@srcmbc.co.uk. Phone: 01425 615305

The Newsletter and Club Web Site (www.srcmbc.org.uk):

Contact: Peter Taylor, 84 Priory Road, St Denys, Southampton, SO17 2HS.

Email: info@srcmbc.org.uk. Phone: 023 80554670 (you will get my answering machine; say who you are and I'll either answer if I'm there, or get back to you!)

Cut off date for entry in the next issue is: 30th September 2013

But don't wait till then, send it to me now, and especially give me more time if you are submitting on paper or want me to do the "art" work!

For Other Club queries etc:

The Scale Section Captain: David McNair-Taylor,

18 Wilton Gardens, New Milton., Hampshire, BH25 5UT.

Email: scalecaptain@srcmbc.org.uk. Phone: 07887 967887

South Lawn Hotel and Restaurant

Pre Christmas Lunch 2013

£17.75 per person
to include Party Crackers and Novelties



Home Made Vegetable and Lentil Soup
Chicken and Pancetta Terrine, Fruit Chutney and Melba Toast
Smoked Mackerel with Horseradish Cream and mixed Leaves



Traditional Roast Turkey
Traditional trimmings, Rich roast Gravy and Cranberry Sauce
Roast Belly Pork with Apple Sauce
Poached Fillet of Salmon, Lemon and Dill Cream
Vegetable and Goats Cheese Parcel, Tomato and Basil Sauce
Served with Chef's Choice of Seasonal Vegetables



Steamed Christmas Pudding with Brandy and Orange scented Sauce

Vanilla Cheesecake
with Spiced Mandarin Compote

Warm Chocolate Brownie
with Morello Cherries



Fresh Filter Coffee with Mince Pies

Saturday 14th December: Partners and family welcome! Reserve the Date in your Diary! ...and if you already know you are coming please tell Lorna: Return the slip below, or phone her on 01425 615305, email: membership@srcmbc.org.uk, or tell her at the pond!

✂-----**Reply slip**-----

I/we will be attending the Christmas Lunch on 14th December 2013, please add my name to the list:

Name (print):..... Number of people (including me!):.....

Please return to: **Lorna Soffe, 1 Stoneleigh Avenue, Hordle, Lymington, Hampshire, SO41 0GS**



Model Boat Show

10am to 4pm - Saturday 7th Sept.

**All Saints' Church Hall
Greenbanks Close, Milford-on-Sea
SO41 0SQ**

Refreshments Available

***The Solent Radio Control Model Boat Club
has established a world-wide following:
Come and find out why!***

**Entry by Donation
in aid of the RNLI
and the Hampshire
and Isle of Wight
Air Ambulance**

