

February 2013 - Winter Newsletter

Scale Captain's Chat

Hi Everybody...

Happy New Boating Year to you all! And a big thank you to Lorna and Andrew for organising a fantastic Christmas Lunch, and thank you for the raffle donations that raised £150 for our charities.

I am pleased to be able to tell you that water shortage is not a problem at Setley this year in fact we have far too much, the car park has virtually completely disappeared and it is not possible to walk around the lake without going up to the main road, boats can almost be launched from the top car park. It is still possible to park and sail and the stalwart members have still been sailing on Thursdays and Sundays despite some very rough weather.



The Scale Captain signals that the Steering Competition course is ready for use.

I have to remind you that the Highcliffe Exhibition will be held on Saturday 16th March in the Methodist Hall, Lymington Road, Highcliffe as per usual, set up from 8.15am. This year we will only be running from 10am until 3pm. You will be able to pay your 2013 membership and buy club clothing on the day as well. **Please let me know if you will be attending as space will be limited to the main hall only (email or phone 07887 967887).** The AGM this year will be held on 17th April in the Cricket Pavillion, Hordle as per usual and I look forward to seeing as many of you as possible there.

Regrettably I have just been informed that The Masonic Hall in Lymington will not be available this year and so it looks like the Annual Show will have to be cancelled for 2013 and I am trying to get a booking for next year, it is a shame but The Freemasons have priority over the use of the Hall and our date has been lost.

I hope to see as many of you at Setley Pond ("LAKE") over the coming season and that we will all enjoy some better weather this year.

Finally it is with regret that I have to inform you that Richard Densham one of our more experienced modellers sadly passed away just before Christmas, our thoughts go out to his Family in their sad loss.

See you at the pond, Happy Sailing, David

Date for Your Diary

Saturday 16th March: **Highcliffe Exhibition:** in aid of the RNLI; Methodist Hall Highcliffe, 10am to 3pm (set up from 8am)

Wednesday 17th April: **AGM:** Cricket Pavilion, Vaggs Lane, Hordle, 7.30pm

Sunday 21st April: **Richard Graham Trophy** Steering Competition, Setley Pond, 9.30am to 12 noon

Sunday 23rd June: **Navy Day,** Setley Pond, 9.00am to 12 noon

Sunday 21st July: **Solent Cup** Steering Competition, Setley Pond, 9.30am to 12 noon

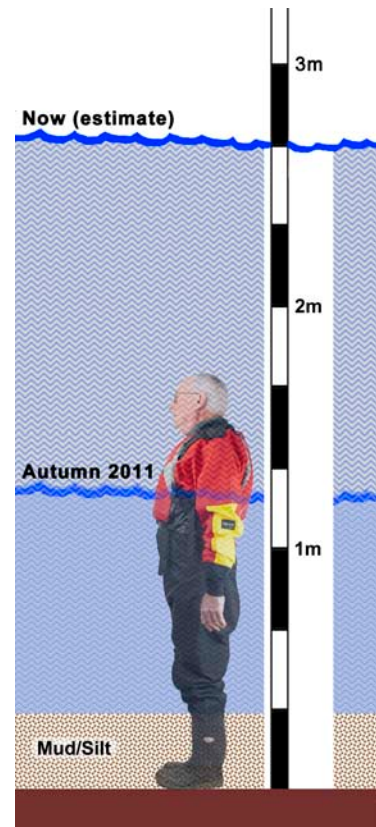
Sunday 11th August: **Lymington Lifeboat Day:** Club Exhibition, 11am to 4pm (set up from 9am)

Saturday 14th December: **Xmas Lunch:** South Lawns Hotel, Milford-on-Sea; 12.30 for 1pm

Editorial: Never predict Drought!

As a retired climate scientist I should have known better than to make weather predictions, but when in Spring 2012 I worried about the pond drying up, I hardly expected us soon to be welcoming our new member Mr Noah with his radio controlled Ark! On the web site you can see a video of me in Autumn 2011 wading through the pond and at the deepest part the water reached my armpits (see "srcmbc.org.uk/ponddepth.php"). Based on my measurements then, the diagram (right) shows my estimate of what it would be like now ..I'd definitely need an aqualung!

So at present the "Danger Deep Water" sign is actually telling the truth... the next item in this newsletter summarises the new Risk Assessment for the pond, and one risk is clearly drowning! Anyone who has done a water safety course will know that in an emergency a major concern is ensuring that any potential rescuer does not also become a victim. Even a strong swimmer will, on suddenly falling into very cold water, gasp for breathe and possibly panic, putting rescuers at risk. Ideally the Forestry Commision would have life rings permanently at the pond to aid in any rescue but the inevitable vandalism no doubt prevents that. The club has therefore invested in two Safety Lines in "Throwbags" (see illustration below) and we will endeavour to have at least one available at the pond on Club days. The bags and line will float, just rip open the velcro closure and you will find that an under-arm throw will send them a surprisingly long way. The ideal is to throw them beyond the person in the pond who can then grab the line and be hauled to the shore without the rescuer entering the water. The bags have already shown their worth... I used one to "rescue" the roof of a cabin cruiser which had blown off and drifted into the lily-pads!



Peter Taylor, your Editor.



Summary of Risk Assessment Statement

We must have a Risk Assessment as a condition for obtaining the Insurance which we need for using Setley Pond. In any case, being aware of potential hazards is never a bad thing! The full risk assessment is available on the Club web site (see "srcmbc.org.uk/healthandsafety.php"). In particular there is information on the hazards due to the New Forest animals visiting the pond which, in addition to the risk of being kicked or bitten by a pony (it can happen!), include water borne diseases such as Leptospirosis (Weil's disease), bacterial infection, and toxins from algal blooms. Although the risk is probably low, members should be aware that the pond is a potential source of infection and apply routine hygiene measures (washing hands before eating, etc.).

SRCMBC: Summary of the risk assessment – Scale Boats – 16 October 2012

SLIPS, TRIPS AND FALLS: This currently seems to be a **low risk**.

DROWNING: With the potential severity of an accident, this brings it into the medium/low risk category and therefore needs a watchful eye, as an increase in the number of minor incidents, could make this a **Medium Risk**.

THE RISK OF INJURY BY ROTATING PROPELLOR: This currently is a relevantly **low risk**, but members need to be careful when there are members of the public present.

INJURIES TO EYES BY TRANSMITTER AERIALS / DUST: Transmitter aerials - With the current practices in place and well controlled, this should remain a **low risk**. However, dust from hovercraft being used on solid ground needs to be watched, as it could easily result in an accident involving a member of the public.

RISK OF WATER BORN DISEASE: As long as members practice suitable and good hygiene, this should remain a **low risk** (*further information is available on the club web site*).

RISK OF INJURY FROM RECHARGEABLE BATTERIES: Again because of the possibility of a serious injury, this brings it into **medium/low risk** and therefore needs a watchful eye to make sure good practice is always maintained, as it could easily become a medium risk.

RISK OF RADIO FREQUENCY CLASH: This as a **low risk** as long as the existing practices of “peg board” control is maintained.

RISK OF EXPLOSION / FIRE / SCALDING: With there being very few steam models currently at the pond, this is a **low risk**, if however more steam models appear, then it could quickly become a Medium, or even High Risk.

OPERATING MODEL CARS AND OTHER LAND BASED MODELS: Again as there currently are not many of this type of model being used up at the pond, the **risk is low**, again, if more are used then it may become medium risk.

SPECTATOR SAFETY: As long as good practice is maintained when spectators are around models then the risk should remain low.

VEHICLE MOVEMENTS: This is the one that needs to be closely watched, currently it seems to be a low risk, however, it could quite easily become Medium, or High Risk, if there was to be any serious incident. In some ways it is out of the clubs hands and involves the National Park Authority, so if problems do arise in the future, they will need to be contacted.

Two Requests for Information:

RPL (Ramp Powered Lighter):

Nick Leaper writes: I'm attempting some research into a Landing Craft on which I used to work whilst in the British Army circa 1962 – 1966. The type of vessel was known as a RPL Ramp Powered Lighter. It was a small Landing Craft with accommodation for six, comprising of a tank deck capable of carrying a load of approx. 30 tons.

The RPL in question *02 Bude* was at Marchwood Military Camp when I was posted there after basic training at Aldershot. Two years later I was posted to Aden in the Middle East where there were other RPLs and Z Crafts (a much larger landing craft).

I would really like guidance on where to start researching with the aim of perhaps getting some drawings for a future project. I would like to scratch build a scale model as it is important to me from my formative years. Is there anyone out there who could set me off in the right direction?

I have no objection if anyone would like to phone me on my work number: 02380 813772. A message can be left on the answerphone in my absence.

Nick Leaper



Springer Tug hull:

Ken Adams writes: How do I go about asking the club members, if anyone has plans for a Springer Tug hull? I need a project to be going on with!

Ken Adams (kenadams@srcmbc.org.uk)

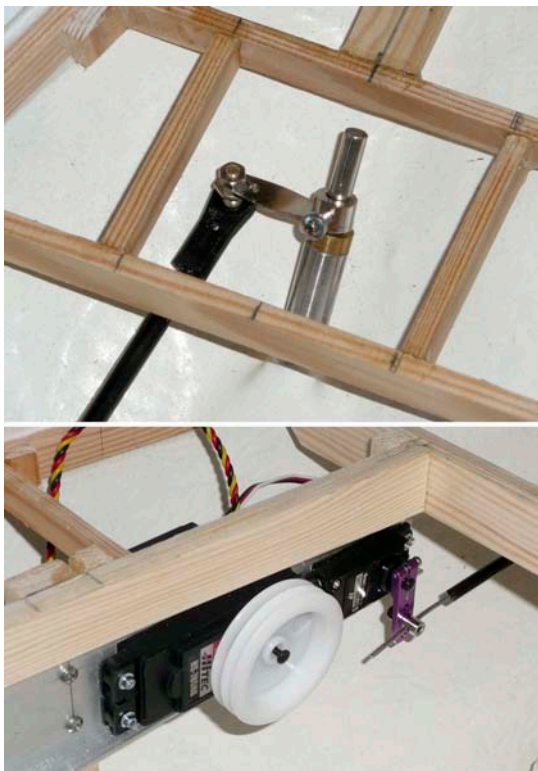
Feature article: Building “Spirit” (part 1) by Nigel James

For those of you who build immaculate scale models look away now! I build yachts that can be sailed regularly with the minimum of fuss and without damage so scale detail needs to be kept to a minimum. This is the approach I have used on my latest build project, “Spirit”.

I thought I had enough boats in my collection but when I had the opportunity to buy an immaculate Bob Underwood “Tinkagen” hull I somehow managed to find a bit more space. The Tinkagen design has been around for years and has usually been completed as a gaff ketch although a schooner rig is also an option. There were no formal drawings for the boat but John Edwards, the previous owner, had a number of Bob Underwood A4 sketches that gave the critical dimensions for the rig. Without these, getting the balance right would have been much more difficult.



I tend to do quite a lot of the design as I go along, mocking up sections on the boat rather than doing a lot of drawings. However, there were a few fundamentals that need sorting out before diving in. A deck plan was essential to sort out mast positions, deck beam positions, access hatch requirements, sheeting points and so on. With the rig drawing I was able to determine sheeting points that gave the correct travel for each boom to suit the winch travel. The long main boom needed a pulley to double the pull and the short jib boom needed a 2:1 reduction. With the mast and sheeting points fixed the cabin and cockpit layout could be finalised. I opted for a relatively simple layout gleaned from a search of various websites and have combined the cabin and cockpit to form one large hatch. With this hatch all points within the hull can be reached meaning, for example, that nuts for the shroud anchorages can be left until the deck is complete. Whilst the eyebolts were within reach a bit of double sided tape on the end of the finger made fitting the nuts easier! The large hatch also enables the winch assembly to be removed as a complete unit for repair or maintenance. A separate small hatch is needed on the back deck for access to the rudder stock and tiller.



When the real work finally started, the first job was to modify the stand so that the waterline is always level. It sounds a small point but it makes setting out of the rest of the boat somewhat easier, especially the rig.

The next critical item to sort out was the rudder and its servo. The rudder stock is heavily raked and the deck level allowed little space for the tiller to swing let alone install a servo. A ball type connector allowed a certain amount of rotation and, when combined with a twist in the tiller arm, gave a good rudder swing. Needless to say, this was all trial and error design! With no space for the servo near the rudder it ended up attached to the end of the winch “bar” next to the winch servo. This gave a good lead to the tiller and a carbon fibre tube push rod ensured a positive connection. The servo used is a Supertec S03T with metal gears. Not very quiet but with a torque figure three times that of a standard servo it should be robust enough.

With the rudder sorted the deck beams and strengthening points for shrouds, bowsprit etc. were fitted using a fair amount of 5 minute epoxy adhesive.



The sail winch used is a standard Hitec HS-785HB drum type running on 5.3 volts via battery eliminator circuit and teamed with an end point adjuster. The winch is mounted on an aluminium bar and is set up as a closed loop to which all the sheets are attached. The high mounting position should ensure loose sheets drop into the boat and do not get fouled in the drum.



The sheets themselves are fed through the deck and down near the winch via brass tubes, again, to avoid tangles. Annealed brass tube can be easily bent to achieve good alignment and be flared out to minimise chafe on the sheets.

With the sheeting positions fixed the battery and receiver box tray was fitted, positioned above any bilge water and clear of the sheets but still easily accessible.

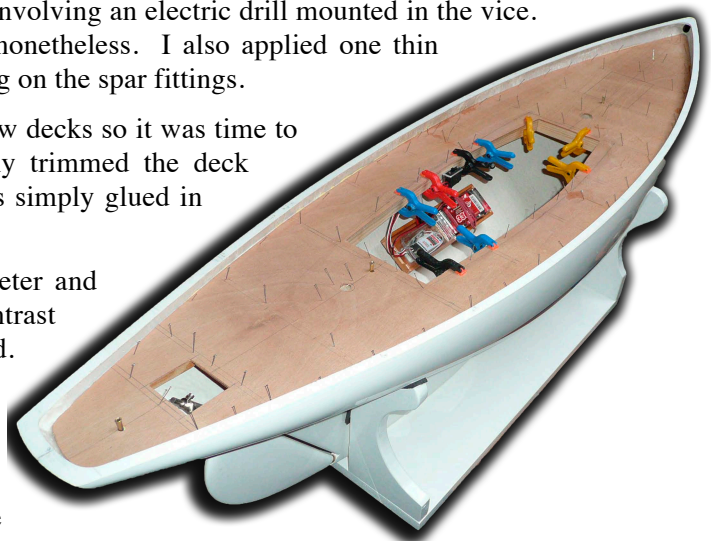
The last elements to be fixed before the deck went on were the two mast steps. To make rigging at the pondside as painless as possible I opted for keel stepped masts

with mast jacks. This arrangement allows masts to be dropped into position, shrouds etc. hooked on before jacking up. It can be done single handed and the shroud tensions are always right!

As the masts were needed to set up the steps and deck openings I made all the spars at this point but left them over length for trimming at a later stage. The spars are whitewood and laminated in two pieces. All are round section and tapered. Large quantities of shavings were generated in this operation! Whilst the majority of rounding off was done using a plane the final sanding was achieved with a Heath Robinson arrangement involving an electric drill mounted in the vice. Not Health & Safety approved but effective nonetheless. I also applied one thin coat of varnish to reduce staining when working on the spar fittings.

I had now completed everything I needed below decks so it was time to fit the plywood sub deck. Having carefully trimmed the deck beams to get the ply to sit down tightly it was simply glued in place.

Deck planking was next. Around the perimeter and down the centre I used 2mm thick teak to contrast with the main areas of light coloured limewood. I tried a number of options for the plank joints but found that a simple rounding of the top edges gave a repeatable detail that looked ok. All the planks were finish sanded as far as possible because the bulwark upstands made



sanding of the finished deck difficult. Planks were glued down using thin cyanoacrylate (superglue) to avoid pin holes showing. It turned out to be a relatively straightforward operation but keeping glue off the fingers was almost impossible!

With the final sanding of the deck completed the hatch upstands were fitted and glued in place.

The teak trim to the gunwales was laminated from two pieces to achieve the curve and then bolted to the lip on the hull moulding.

Nigel James

Facts and figures:-

Design – Tinkagen
Hull moulding – Bob Underwood
LOA – 1300mm
(1560mm including bowsprit)
Beam – 325mm
Draft – 230mm
Displacement – 15.5kg
Sail area – 0.85sqm
Radio – Planet T5 2.4GHz
Sail Winch servo – Hitec HS-785HB
(with Model Radio Workshop End Point Adjuster)
Rudder servo – Supertec S03T/2BB/MG
Battery – 6volt 3300mAh NiMH
Motor – MFA 540
ESC – Mtronics Marine 15



[the conclusion of "Building Spirit" will be in the next newsletter]

Featured Article: Titanic reaches 100 (...thousand views)!

For the centenary of the Titanic sinking on 15th April 2012, Edward Coombs had declared his intention to bring his RC model of the Titanic to the pond. Unbeknown to Edward, Richard Coombs, Ken Dyer, and Alan Bond hatched a plot to ensure a radio controlled "iceberg" would be floating on the pond that day. I (Peter Taylor) was enlisted to video the event.

Unfortunately that Sunday proved very windy and there were fears that Titanic would capsize or that the Iceberg would blow away! As a result I arrived home with only one or two extremely short sequences with which to create a movie of the proceedings.

Given the date of the original event, I decided to create a "Silent Movie" with the story told from the iceberg's point of view! The internet is a marvellous resource; during that afternoon I was able to download from various web sites a silent movie caption card, a suitable character font, and a set of sound effects for the projector noise, etc. My video editing program, "iMovie" on the Apple Mac, already had a facility to add film scratches and dirt to imitate old film projection. The movie was

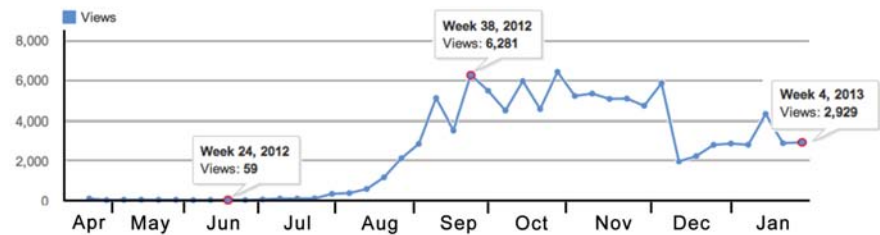


completed that day and loaded on to YouTube (the internet web site where the SRCMBC videos featured on the Club's web site actually live) by the following morning, the 16th April.

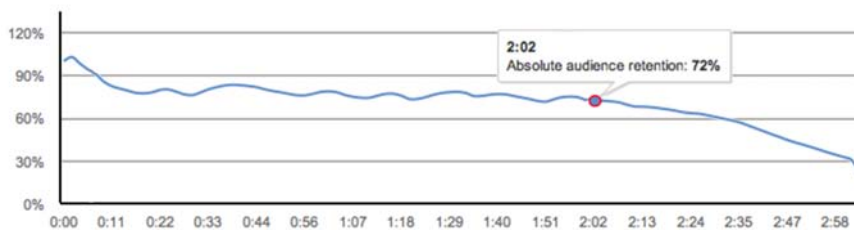
Despite all the publicity about the Titanic at that time, at first the video did not get a large number of views. However for some reason, it seems to have suddenly started to become popular at about the end of July/start of August. The number of views then grew rapidly so that by September the video

was being viewed about 5000 times each week, predominantly by people in the USA. If videos are viewed a lot, then they are more likely to get recommended by YouTube

resulting in a positive feedback loop. In extreme cases this can result in a runaway effect, the video "goes viral" and is viewed millions of times. The Titanic movie did not go viral, but the viewing did stay at about 5000 per week for about 3 months (see the figure) and it is still being viewed around 3000 times per week... by far the most popular "SRCMBC video"!



So what does the "number of views" really indicate? If someone looks at the video for a few seconds and decides that it is a load of rubbish, that still counts as a view! However YouTube allows the video owner to see for how long people have watched the movie. The graph below shows the fraction of people (in percent) still watching at different times after the start of the movie. Since people can rewind and view parts again, the number can increase as well as decrease as the movie runs.



As one might expect, the plot shows a rapid decrease at the start as some people realise this is not what they were looking for. But after about the first 20 seconds (which is when the "action" starts) about 75% of

people are still viewing and they continue to do so until the iceberg is rammed after about 2 minutes of movie. Interest then starts to wane, and once the credits start people are on their feet and leaving the cinema. Or, this being YouTube, they are clicking their mouse on their next video delight! So really the movie has "only" had about 75,000 genuine viewings ... but that still amounts to providing over 3000 hours (or 130 days) of video entertainment!

How does this compare with other SRCMBC videos? The next most popular is Alan Bond's "Marine Engine Sound System" with approaching 40,000 views, but that was made available about 4 years ago. Most of the more popular videos have had a few thousand views with Alan Bond's sound systems (and boats using them) being prominent (probably because of publicity from the Technobots web site). Of other videos made available in the last year or so Reg Radley's "Andrea Gail" (already over 4000 views) and Paul Nixon's Rope Making Machine are particularly popular. Why not give them a look?!

Peter Taylor.

The SRCMBC videos include views of the models in action and, in some cases, views of the pond from the model (see right). We even have a version of "Jaws"! All videos can be viewed from the Club Web Site (www.srcmbc.org.uk) by going to the picture gallery for the featured model. As well as the main movie window, there is a smaller version which can be viewed by people with a slow internet connection (or those using a smart phone) ...your viewing device must have a plugin called "Quicktime"; most now have but it can be downloaded for free if it is missing. Ask me (info@srcmbc.org.uk) if you have any problems.

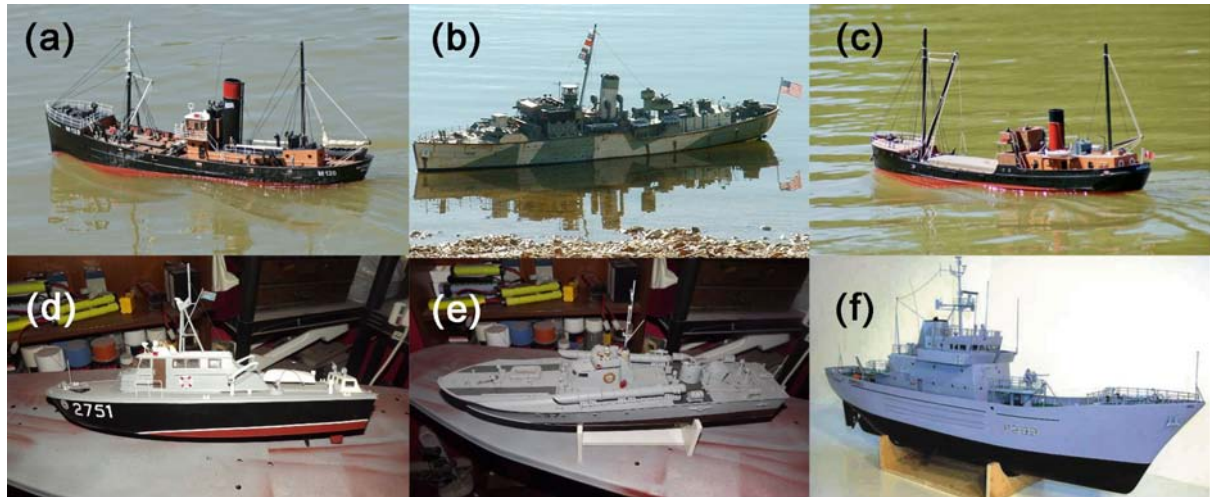


Alternatively, if you want to see what SRCMBC videos are available, you can go to the Club's "YouTube channel" <http://www.youtube.com/user/srcmbc> (YouTube stores and displays videos for free)

Members Adverts: Model Boats made by the late Richard Densham

More details and photos are on the Club web site and many of the builds are described on the Modelboatmayhem Forum (Richard was "DickyD"). Buyer needs to collect any purchase made from Southampton. Contact: Gillian Densham; Phone: 023 80734663; Email: gdensham@srcmbc.org.uk

Editor's Note: Several more of Richard's models were originally for sale but following an advert on the Club Web Site, and a notice about it on the ModelBoatMayhem Forum, some models sold almost immediately. It pays to visit the SRCMBC web site frequently to get the widest choice!



- (a) **"Milford Star" Trawler:** built from Caldercraft Kit. Price: £195 ono.
(b) **Flower Class Corvette :** Two models are available. Price (each model): £80 ono.
(c) **"Gillian" Motor Coaster:** built from Caldercraft Kit. Price: £195 ono.
(d) **RAF Range Safety Launch:** based on small Model Slipway kit. Price: £75 ono.
(e) **Vosper MTB:** Motor Torpedo Boat built from a small motorised Italieri Kit Price: £75 ono.
(f) **HMS Guernsey Kit:** Unbuilt complete Deans Marine kit with GRP hull, motors, props etc. (Manufacturer's original kit price: £259). Price: £185 ono.

Plus: selection of various motors, radios (27 and 40 Mhz), etc. Price: offers invited.

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: 17th March 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