SOLENT Scale Section

Setley Sail

January 2012 - Winter Newsletter

In Memoriam: Peter Soffe

It was with great sadness that I have to let you know that Peter Soffe, stalwart Committee Member passed away on Friday 20th January. Everyone in the club will miss him on the Committee and at the lakeside.

Peter joined the club on 25th July 2004 and was a regular attendee at club mornings on both Sundays and Thursdays. In April 2006 he was elected to the committee where he made a huge contribution to the running of the club. He was instrumental in recruiting many new members to our ranks.

As a professional joiner in his business life he had a very well equipped workshop at his Pennington home. It was there that he constructed his excellent model boats and it also became a regular meeting place / "unofficial club house" for members who sought his assistance and advice on model construction, or even somewhere just to go and have a chat.

Nothing was too much trouble for Peter and when I set him the challenge of building a new harbour, notice board, and other assets for the club, he set to with gusto and produced some fantastic items that will continue to be used in the club, and will remind us of him. It was always a joke that I shared with him that his boats were not allowed to get wet unless the lake was like a millpond ...but he was always there on club days to give his support often accompanied by his lovely wife Sheila.

He nominated his daughter-in-law, Lorna, for Club Treasurer a position which she accepted and still holds and in which she is ably assisted by her husband, Peter's son Andrew.

On behalf of all our members I pass on our deepest sympathy to Shelia, Andrew and Lorna in their sad loss.

David (Scale Section Captain)

Peter's funeral will be at 1pm on Wednesday, 1st February, at Bournemouth Crematorium and afterwards at St Mary's Church Hall, Branwood Close, off Old Christchurch Road, Everton, Lymington for buffet. All welcome.

Scale Captain's Chat

Hi Everybody..

The Scale Captain (on right in photo) during his Navy Days; his companion flew in later!

A sad start, but welcome to the first newsletter of 2012. I hope that you and your families all enjoyed the Christmas Break and are now back working hard with the glue and paint finishing off the winter builds. Get them ready to show at our Annual Highcliffe RNLI Charity Exhibition which will be held on Saturday 10th March from 10am until 3pm in the Methodist Hall, Lymington Road, Highcliffe. Set up will be from 8am as usual, we will once again only be using the main hall so **I would appreciate an email or phone call (07887967887) to let me know what models you would like to show.**

As far as the rest of the 2012 programme is concerned this cannot yet be finalised until I have dates from Lymington Lifeboat station etc. However, the main Club Exhibition in Lymington is booked for the 1st of September, 10am until 4pm.

A big thank you to all who attended the Xmas Lunch and contributed to the raffle which produced £153 for the Hampshire Air Ambulance and aVERY BIG THANK YOU to Lorna and Andrew Soffe for organising the event. Additional raffle prizes were contributed by Westbourne Models, Lesro Models, and Milford Models, who would appreciate your support when purchasing your modelling supplies.

As you will recall in the last newsletter I mentioned the proposal to increase the subscriptions to give the club a sound financial base for the future (insurance, pond fees, hall hire etc. etc. have all gone up for 2012). Following various comments about this I conducted a members poll. To avoid further expense to the club, this was done by email which reaches about 75% of our members, my apologies to those who receive the newsletter by post. I proposed three options: (1) Increase annual fee by £5; (2) Increase annual fee by £2 with an additional £3 in 2013; (3) No increase at all. Thanks to all of you who replied; the result was 65 in favour of motion (1), 3 in favour of motion (2) and 2 in favour of motion (3). On the basis of this result, and in accordance with the club constitution, the Committee has set the Subscriptions for 2012 as follows :- **INDIVIDUAL £15 / COUPLE £20 / JUNIOR £8 / FAMILY £25 / JOINING FEE £5;** these fees to be ratified at the AGM. The financial situation will continue to be reviewed to ensure we do not get a unrealistic build up of funds. The extra income will mean we will be able to cover increasing costs (Insurance Fees, Lake Hire, Hall rent, Printing costs, Name Badges etc). We also want to be able to assist members with other expenses (e.g. parking fees at Lymington Lifeboat day) as we are aware that the cost to members of exhibiting our models is increasing. Exhibitions help to promote the model boating hobby and the club as per our constitution.

The weather has not been very kind to us over the last couple of months so sailing has been limited but the lake is starting to fill again (all be it slowly) and I hope to see many of you back again as the weather improves.

I am looking forward to seeing all your new creations; I am impressed by our member's skills in this club, which result in producing some fantastic models. It is also nice to see we have some young members joining, hopefully to carry the hobby on into the future!

We also need to accommodate the changes that are happening in the hobby for those who do not always have the skill/time to build themselves, but want to sail some of the excellent "Almost Ready To Run" scale models that are coming onto the market. Some of our more Senior Members sometimes find this aspect of the hobby hard to understand but it is all part of the progress expected by the modern "hi-tech" "open the box and its ready to go" generation and is I believe part of the way forward in our great hobby. Personally I enjoy the challenges in building and exhibiting my work

more than the sailing but that is just me!!! I am working hard on the build of my 1/96 scale Type 45 Destroyer HMS Dauntless and hope to have her at the lake in the summer sometime.

Well that's all for now folks, enjoy the newsletter. *David*

Editorial: Times pass and times past...

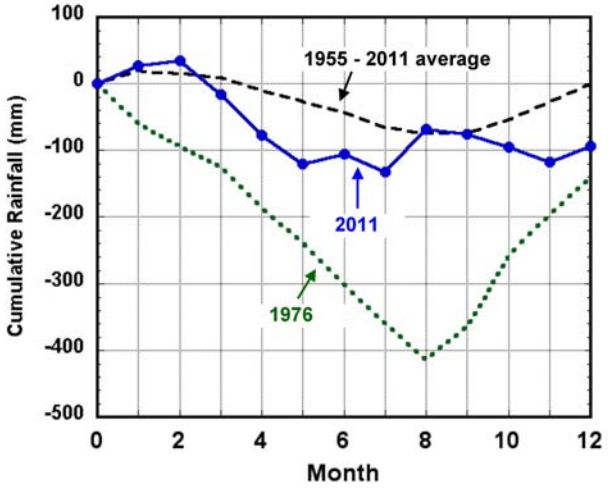
I too would like to express my sadness that Peter Soffe is no longer with us. When I joined the club Peter was always very supportive of my first, rather poor, attempts at photographing the models. There was always a light hearted touch to models which Peter had built or refurbished; flower logos, and teddy bears steering! And it's also true that some persuasion was needed before his boats got wet! We will certainly miss him at the pond.

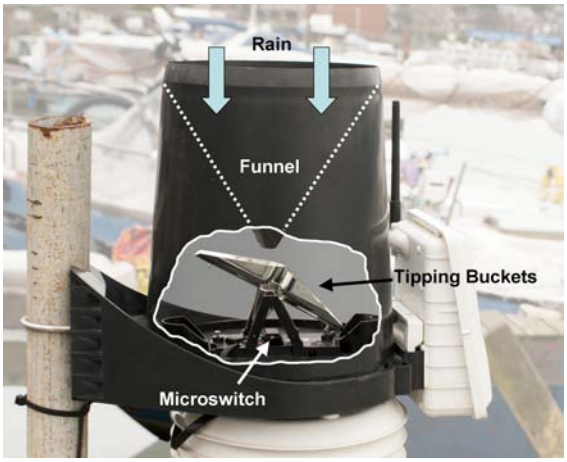
Your editor checks his rain gauge to see if there will be any water in the pond this week!

Those of you who view the web site will know that I am trying to learn about the history of Setley Pond and of the Solent Model Yacht/Boat Club. Any information you may have, those old photos in an album somewhere, or whatever – please let me borrow them to make copies. In this newsletter, I've included a note about the gravel pit of which the pond is just a part.

So, where is all the water? The pond level is certainly lower than usual for this time of year so, being a retired meteorologist, I checked the weather records for Hurn airport. The graph below shows how the rainfall in 2011 compared to an "average year" (calculated using data from 1955 to 2011). Clearly we had less rain than average and it would look worse if it was not for one wet day in August (the 18th). Since the Forest was very dry by then, hardly any of that water would have reached the pond, only the rain that actually fell into it.

However things could be worse! I've also shown on the graph the "drought year" of 1976 when the winter, spring, and most of the summer were nearly devoid of rain. Does anyone remember what the pond looked like at the end of August that year? I do remember that in the autumn the heavens opened and it then seemed to rain all day every day.





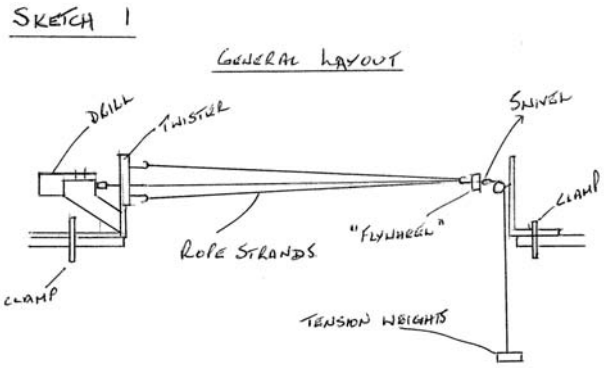
In case you were wondering, the diagram (right) shows how rain is measured! A 5" diameter funnel catches the rain which drips into a one of a pair of buckets on a see-saw. When the bucket is nearly full the see-saw tips, clicking a micro-switch, and the bucket empties. Now the other bucket starts to collect the rain. For my rain-gauge, each tip represents 0.01" of rain. This information (along with other weather data) is radioed back to a base station (the transmitter and aerial are to the right).

My thanks to Paul Nixon for his interesting article on rope making; it's taught me how ropes (both real and model) are made!

Peter Taylor, Your Editor.

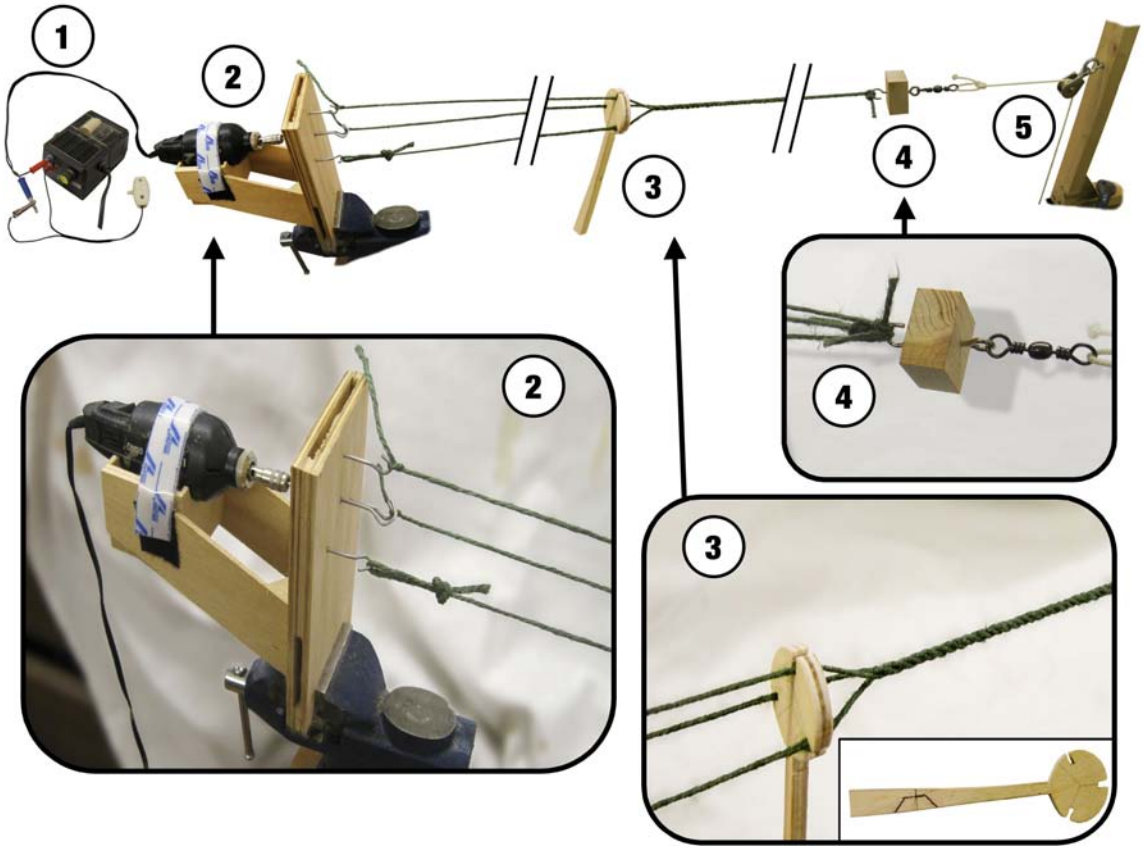
Feature Article: Rope Making Machine

Over the years most of my models have been scratch built and lately my more recent ventures of a maritime nature have been no exception. However, some things have caused me some grief and one of them was paying relatively large sums of money for what appeared to be short lengths of string or thread labelled ‘scale rope’. Enough was enough and, being the tight fisted person I am, I was certain I could do as well and proceeded to figure out how to make my own rope on a homemade machine. I set out a few simple criteria and attempted to maintain them and they were: a) the machine had to be powered and fully controllable; b) it had to be portable and also be small and usable in any free space in the workshop; c) be constructed only from bits already to hand in the workshop; e) the rope material was to be readily available; d) produce a length of rope about 2 metres; e) and most important, I guess, teach me how rope is made. Note that I am only referring to multi stranded ropes and not plaited rope (a challenge too far)!



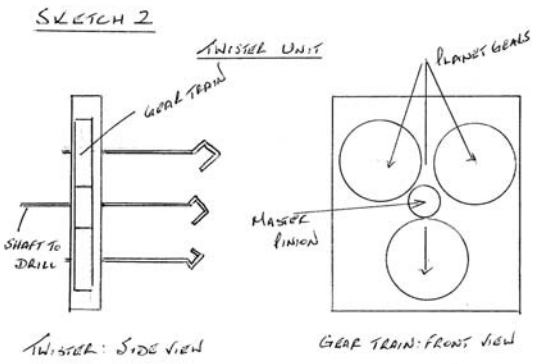
In very simple and general terms, rope is made from threads of fibre, natural or synthetic, twisted together under tension to form a strand. The chosen number of strands, usually three, are each twisted some more while still under tension. If the tension on the individual twisted strands is released they will simply untwist. However if the twisted strands are laid against each other when the tension is released they will wrap around each other instead of untwisting, but most likely in a fearsome tangle. The point of the rope making machine is to ensure the desired number of twisted strands wrap around each other at one end of the machine, in a controlled and regulated way, at the same rate as they are being twisted up at the opposite end so forming a continuous rope of the desired length.

Rope is usually made of 3 strands and referred to as hawser laid, rope of 4 strands is called shroud laid and cable laid rope is made up of 3 or more ropes. Wire rope is in principle made the same way but the numbers of wires and strands vary considerably. Instead of threads of fibre one starts with wires, so for example 36 wires may be used to form a strand and 6 strands might be used to form the ‘rope’.



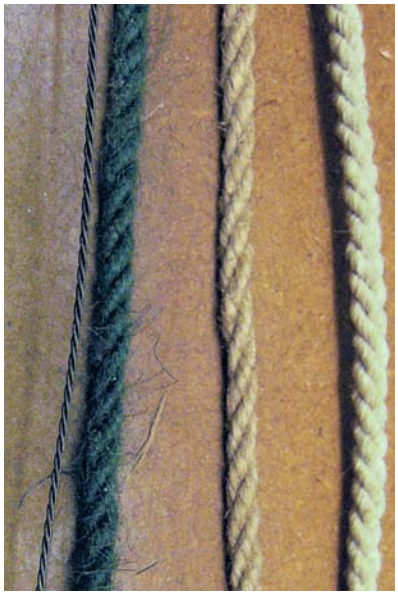
This wire would then be referred to as a '6 x 36' wire; the variations of wires and strands will determine its flexibility. One other major difference with wire rope is that they all have a 'heart', that is all the strands are laid around a core (the heart) which is made of rope or wire. Flexible wires have hearts made of rope and standing rigging or rigid wires have hearts of wire.

Back to the machine. I decided that the most practical power source would be my 12v Dremmel type drill; it had a transformer with a speed controller ① and could easily be fitted with a thumb switch. My box of clock and other bits would provide the parts for my twister, (the unit which actually twists the strands) and the opposite end would comprise just a swivel and a pulley block mounted in a plywood frame (④ and ⑤).



First job was to make a twister and this was done by sandwiching four gear wheels between two sheets of ply. The master drive pinion was fixed in position and engaged three larger planet gears located around it (sketch 2, right). The pinion had a plain shaft fixed in it which would be inserted into the drill chuck and the other three pinions had shafts facing the other way, the other ends of which were fashioned into hooks. This twister assembly was then married to a frame that held the drill unit which in turn was simply secured in it with velcro ②. At the other, end a frame was assembled and a pulley wheel attached to it through which a rope is passed, one end of which has a weight attached to it (the tensioner) and the other end a swivel attached to small block of wood which acts a bit like a flywheel. The weight of the tensioner can be adjusted to suit the rope size required. Another item required is a 'top' ③; the top has slots in it and separates the strands as they are being twisted and will regulate the forming of the rope. In my case I use a simple piece of hand held plywood with three slots in it.

To make the rope I clamp the twister with the mounted drill at one end of the bench and clamp the swivel at the other end of the bench about 9ft away. The strands are then strung between the twister and the hook at the swivel, in the pictured example one strand per hook, and secured. The top is then inserted between the strands at the swivel end and held there by hand. At this point the drill is started (thumb switch in hand) and twisting of the strands will start; as twisting progresses and tension increases the strands will shorten by around 25% to 30% all the while the top is held in place at the swivel end and the drill is running. When the tension and twists in the strands is judged sufficient move the top a little toward the twister and the flywheel should start to rotate, (it may need a kick start). If it continues to rotate keep the drill running and keep moving the top steadily toward the twister and the rope will form behind the top ③. When the top approaches the twister release the thumb switch to stop the drill. The rope can be released from the hooks without fear of unravelling but like any other rope it will unlay if the ends are not secured. I would suggest letting the rope 'relax' a little then use a drop of super glue on the ends to prevent unlaying.

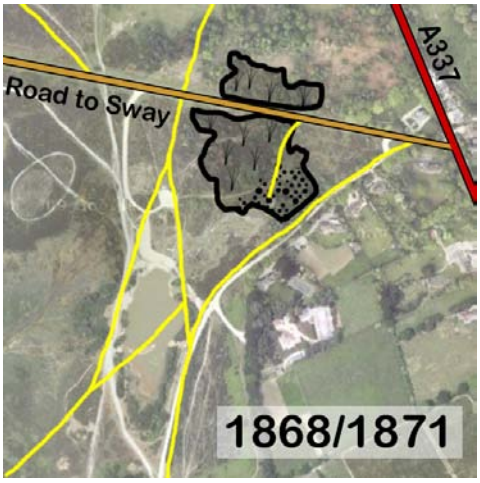


After a little practice you should have acceptable lengths of rope to your own specifications in terms of colour, material, size and numbers of strands. I have even used wire of varying types (dried flower arranger's binding wire is cheap and readily available) which looks very realistic when used as mast stays etc. I have found ordinary cotton is a bit weak and tends to break but large spools of thread can be found at car boot sales or in local haberdasher's odds and ends bin; Ebay has been another source of cotton or linen threads. The photo (right) is an example of what can be done with garden string.

A video of my Rope Making Machine in action, and further photographs, can be seen on the club web site – go to the "Hints and Tips" section.

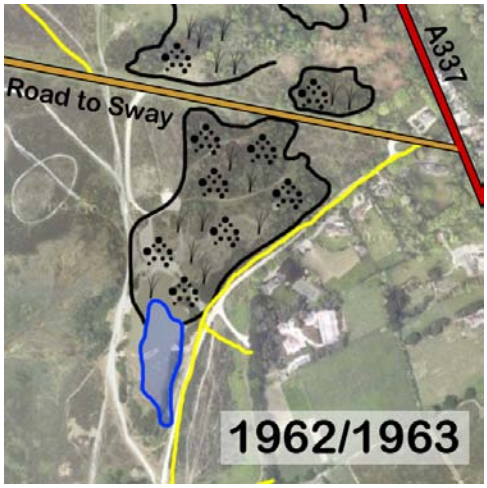
Paul Nixon

Feature Article: History of Setley Pond Gravel Pit



Ever since I first came to Setley Pond I've wondered why the pond existed and what was the origin of the various mounds and depressions which surround the pond. When I started looking at old, larger scale Ordnance Survey (OS) maps I found my answer.

The picture (right) shows a modern aerial photo of the area surrounding the pond with the modern A337 and the road towards Sway labelled. I've also marked in yellow the tracks shown on the OS maps for 1868 and 1871. The pond didn't exist in those days and one of the tracks cuts across its present location. What did exist was a gravel pit, mostly marked as overgrown, situated either side of the back road to Sway. Possibly this had been dug when the nearby Brockenhurst to Lymington railway (opened 1858) was constructed. Both the road to Sway, and the track going off the bottom left corner of the picture, lead down to the railway which is carried on an embankment built over the marshy ground, perhaps using Setley gravel?.

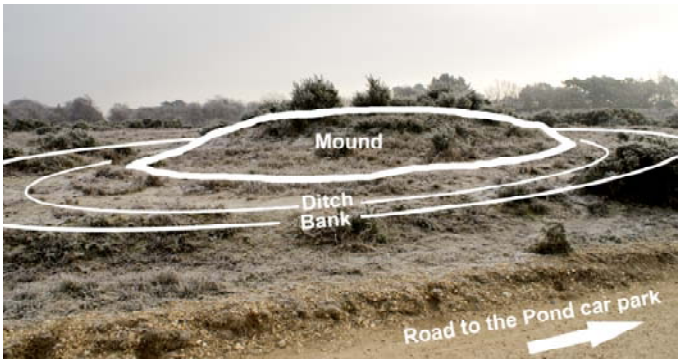


During the 19th century the gravel pit was extended southwards and westwards. The first maps I found which showed a pond were from 1962/63 and based on surveys conducted after World War 2. By then the workings are shown as overgrown; later maps do not show the gravel pit.

I've been told that the gravel had been extracted during the war for construction of the Stoney Cross airfield, but that seems unlikely to me. The very extensive gravel pits north of Ringwood are much closer to Stoney Cross. Construction at the Lymington Airfield, or the Setley Plain Prisoner of War Camp, seem more likely destinations for Setley Pond gravel.

So Setley Pond is simply the flooded southern end of an historic gravel pit which extends northwards to the Sway road, is bounded on the east by Jealous Lane, and extends west as far as the Bronze Age tumulus (see photo below) near the track to the car park.

In the early 1970's, when model yacht racing started at Setley, it was possible to drive over tracks crossing the old gravel pit and continuing around the pond edge. Later in that decade, or early in the 1980's, the present car parks were established and enclosed by the posts and rails we now see.



On the club web site you can view the history of the gravel pit and Setley Pond area based on the whole sequence of large scale OS maps. There is also information about the nearby Setley Plain Prisoner of War Camp and the Lymington Airfield.

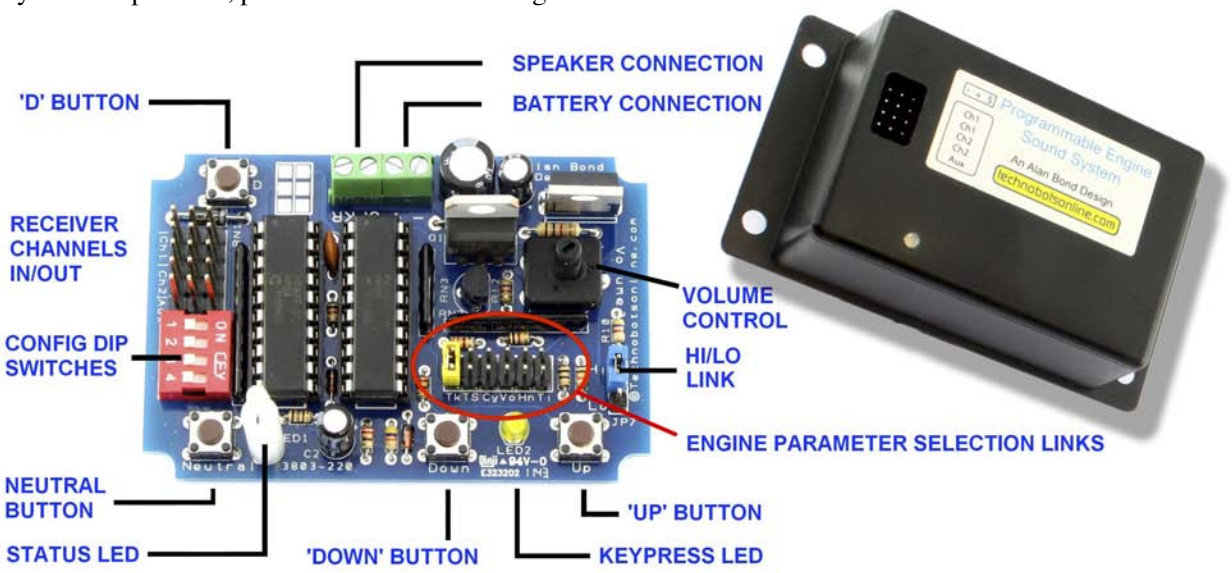
Also on the Club web site there is a growing collection of photos and other Club material from earlier years. I hope to publish a selection of these in a later newsletter for the benefit of those who do not have computer access to the web. In the meantime, if you have old photos I would be more than happy to borrow them and turn them into digital images. In the process, I can restore faded colours and make new cleaned-up prints if you would like them.

Peter Taylor

Hints and Tips: New Programmable Engine Sound System

After a number of experimental prototypes spanning the last two years or so, the design of my latest engine sound system has finally evolved to a point where it has been professionally packaged and is now available to the model boating fraternity at large (sold by Technobots, 60 Rumbridge Street, Totton, SO40 9DS, Telephone 023 8086 4891, http://www.technobotsonline.com).

Whilst the sound generation algorithm remains the same as used in the original design, I've made significant improvements such that the unit now has 20 'voices' (10 preset and 10 user defined), an adjustable horn, a volume control, provision to accept dual throttle inputs (the engine note follows the faster of the two throttle demands), adjustable engine idling rate and top speed, choice of one to six cylinders operation, push button neutral setting... and more!



The diagram above shows the location of the connections and the principal controls. The "Receiver Channels" accept input from one or two receiver throttle channels and provide parallel output connections to the corresponding ESCs (thus avoiding the use of 'Y' cables). An "Aux" channel can accept input from a spare receiver channel assigned for the horn and/or engine start (auto/manual).

The Volume Control adjusts the volume of the engine sound (the horn always sounds at maximum volume regardless of this setting). Note that, by design, minimum volume does not yield silence. A Status LED indicates the engine state being simulated: Solid red = engine stopped; blinking red = idling in neutral; blinking green = engine running; solid green = full speed. The blinking rate follows the "engine rev rate". The neutral setting is easily defined anywhere within the transmitter joystick range by using the "Neutral Button".

The unit is programmed by using the yellow jumper to select a particular engine parameter via the links (**Tk** = idling speed; **TS** = top speed; **Cy** = no. of cylinders; **Vo** = "voice" of the engine; **Hn** = horn pitch; **Ti** = idling time out period) and by pressing the "up" and "down" buttons. The "Key Press LED" confirms each button press and also indicates the programming state of the unit. DIP switches are set to configure the unit for single or dual throttle control, auto or manual engine start, and to enable or disable the horn.

The "voice" of the engine can be chosen from 10 preset voices or you can easily create up to 10 of your own. By using the "D" and "up/down" buttons, together with the parameter links, the duration of the exhaust pulses and the pitch can be chosen separately for each of the 1 to 6 cylinders which you are simulating.

So that's a brief summary of the unit's main features. More information about the unit, and a video showing how easy it is to set up, can be found in the "Hints and Tips pages" of the Club's web site. The full 36 page manual for the unit can be downloaded from the Technobots website.

Alan Bond

Members Adverts:

A Model of the Island Class Customs Cutter "Her Majesties Customs Cutter SENTINEL". The vessel was built in 1993 by Vosper Thornycroft and has two Paxman Valenta V12 Diesel Engines to give over 25 kts.

The model (kit by SLIPWAY MODELS, of Barnsley, photo from their web site) - is highly detailed with a fibreglass hull and styrene superstructure. Now completely assembled and constructed according to the plans provided to build a fine, appealing model craft; Scale = 1:40.

Fitted with two handed Propellers and in tandem with extended Stabilizers - an interesting feature! Guaranteed handling on the water with her twin 550 motors and couplings to Brass Props. TWIN SCREW... Yes!

Supplied with: Docking Stand; Receiver; Servos; two Mtroniks 15 E.S.C. units; Motor Couplings; All Deck Fittings including RIB boat, Flags, Crew Figures etc.

Dimensions: Length 37" (93.5cm); Beam 7.5" (19.0cm); Displacement: 8lb (3.65 Kg).

Price: for Operational Model, ready for use... **£315** or Best Offer will be considered.
(Buyer to collect only please because of delicate small parts... Can't trust the Carriers!)

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

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"Members Adverts" is a free service offered for private (i.e. non-commercial) model boat related sales. Advertisers are strongly encouraged to exploit other possible sales routes such as **ebay** and the Boat Yard:Marketplace/Sales/ category on **ModelBoatMayhem forum** (if you are a " Full Mayhemer").

Buyers: While the adverts are displayed in good faith, the SRCMBC accepts no responsibility for the accuracy of descriptions; check before you buy!

Club Contact details

Club Web Site: www.srcmbc.org.uk

For 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

For "Members Adverts" and the Newsletter and Club Web Site

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: 1st March 2012

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.
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