

October 2010 Autumn Newsletter

Scale Captain's Chat

Hi Folks,

The Winter Newsletter already! It only seems a few weeks ago that we were starting the 2010 Season. Still they do say time flies when you are enjoying yourself. I am sorry to say that, due to predicted bad weather, we had to cancel the Solent Cup Steering Competition and I apologise to the couple of members I had not managed to contact who turned up (it has been decided that the competition will not be re-run again this year).

My thanks go to all of you who supported our fantastic show at Lymington in September. We had some 105 boats on display with stands from the Lymington RNLI, the Lymington Hospital and Help for Heroes. My special thanks go to all the helpers on the Friday evening setting up the hall and displays, and especially to the Ladies who manned the door and the H4H stand, also of course to the car parking attendants and the "Front Gate Barkers". Altogether we raised some £562 at the door (divided between the charities); with the stall takings in total H4H received £260, and the RNLI took over £110 on their stall.

I am sorry that it was not possible to allocate tables for the sole use of individual members (as some expected) but in the interests of using all the space to the best advantage the models have to be mixed as per the "norm" at all model exhibitions. The parking situation had been a concern to me but I am pleased to say that we managed to get everybody parked on site. A BIG THANKS ALL WHO SUPPORTED THE SHOW, we have booked again for next year and we hope to be able to increase the sponsorship now that we have a track record to quote.

I can also confirm that I have agreed with the Highcliffe RNLI that we will still do the Spring Exhibition but on a slightly smaller scale only using the main hall.

Thank you to all the Members of the Committee who have supported me over the year, our best wishes to Peter Soffe and Peter Oram, we hope to see you back in harness again in 2011! I regret that I have not been at the lake as much as normal over the last year due to my hand operation and also my Exhibition Commitments both with the Surface Warship Association and for the Club.

I hope to see many of you at the lake over the coming months as we will continue to sail over the winter (weather permitting).

Finally a big thanks to Peter Taylor for all his sterling work with the web site, his photography and the Computer Show Stand; I'm looking forward to buying my copies of the SRCMB 2011 Calendar!

I hope to see as many of you as possible at the Christmas Lunch on 18th December which promises to be another great event. However, if I don't see you before Christmas I wish all of you and your Families the very best for the Festive Season and the New Year.

David

Last Date for your 2010 diary: Saturday 18th December, Christmas Lunch, South Lawn Hotel and Restaurant, Lymington Road, Milford-on-Sea, SO41 0RF (see below for menu)



The Scale Captain looking (justifiably) pleased at the success of the Lymington Exhibition

Editorial

David and the Committee really do deserve our hearty thanks for organising the Lymington show. As a new venture I know it caused sleepless nights beforehand, but the effort paid off handsomely. And we should not under-estimate the role of those who manned the gate; the Masonic Hall is set well back from the High Street and it was vital to persuade visitors to step inside its grounds! In the event the Hall was really buzzing throughout the day, there are some photos of the event further on in this newsletter.

Talking of photos, you may see me wandering about at the pond with my new "movie camera" (pictured left). The aim is to take some videos of your boats in action for use on the club's web site. There are already some new movies there so if you use the web and haven't looked recently please take a look. ...So why does my camera need a hair cut? It's an attempt to shelter the microphone on top of the camera from wind noise!



My new movie camera (a Panasonic TZ45)
(but please don't mention the toupee!)

Also new or up-dated on the web site, are a number of articles by fellow club member, Alan Bond, describing electronics units for your boat. These include a new "Radio Controlled Switch", a "Home Built Speed Controller", a "Reverse Tamer" (stops boats being swamped in reverse), a "Rudder Mixer", and an "8 Channel Sound Unit". If you don't use the web, I'm sure Alan will be willing to give you a demonstration of any of these at the pond.

Finally, thanks to Pete Bryant for his article (below) concerning some of his observations of real ships at Gibraltar. I'm always happy to receive your contributions for publication in this news letter!

Peter Taylor, Your Editor.

Feature Article: Gibraltar Experience.

Like many other boat modellers I am also interested in ships in general. One of our favourite places to see a good variety of ships is Gibraltar, a place we go regularly. During one of these visits we witnessed a remarkable event, a collision between a bulk carrier and a tanker.



On the morning of 12th August

2007 a bulk carrier named New Flame left it's anchorage at the eastside of Gibraltar without clearance. It was carrying 27000 tons of scrap metal and 750 tons of fuel oil. Shortly after it collided with the tanker Torn Gurtrud which was carrying 39000 tons of petroleum and was heading to the Spanish port of Algeciras which is just across the bay from Gibraltar. Fortunately the Torn Gurtrud was a double skinned tanker. She was only holed in the outer skin and continued to her destination at Algeciras.

The New Flame was taking in water and the captain decide to beach it. However for some unknown reason, instead of beaching on the shallow sands off the east of Gibraltar, he decided to try and reach port. In doing so the ship hit rocks about a mile off Europa Point lighthouse. It then began to sink. The crew were taken off by Spanish rescue helicopters.

Following the collision salvage tugs managed to get a line on board. Then events got tricky, mainly between the Spanish and Gibraltar governments as there is a constant battle going on about territorial

waters around Gibraltar. Because of the nature of the cargo it was also difficult to off load. Eventually the salvage company decided to cut the ship up on site where she was partially submerged. The super structure was sealed and cut off, then taken to Gibraltar. The remainder had to be cut up and transported away in barges.

When we returned in 2010 the barges and cranes were still in place and work was coming to an end.



However when we went to Europa point we then witnessed another wreck. This was again a bulk carrier called the Fedra. She suffered engine failure in a storm off Europa point. She dragged her anchors and was washed up on the rocks just below the light house. The crew were rescued in a strange way. They were taken off in baskets slung under a crane situated on the shore above the wreck. The ship was cut up on the spot.

On another occasion we witnessed an incident where there was an encounter which involved the Spanish police and navy trying to arrest a survey vessel, again in the disputed area. This time the

ship "Odyssey Explorer" (pictured above) somehow ended up in the British Naval dockyard. However that's another story...

Like I said Gibraltar is an interesting place but not only for shipping. The airport is very interesting as it is also an RAF Station. It is unique in having the main road to Spain go across the centre of the runway. There is also a wealth of military history with lots of tunnels to explore in the rock. In fact the longest road in Gibraltar is a military tunnel in the rock.

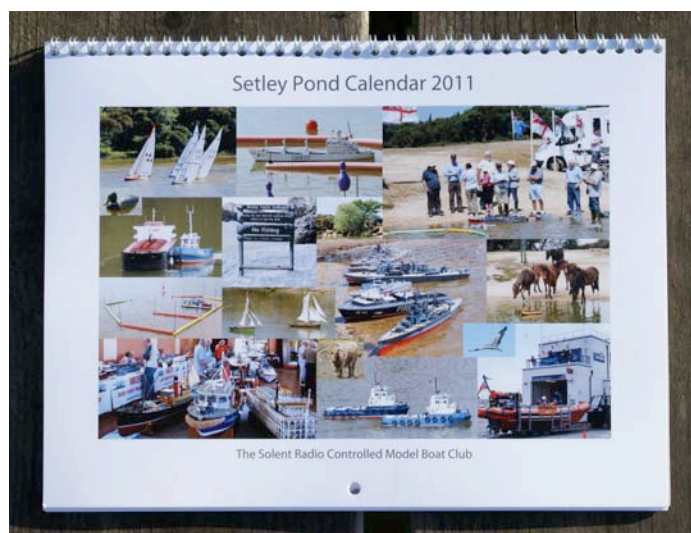
Never a dull moment there. If anyone is thinking of visiting please contact me and I would give all the info required.

Peter Bryant

Hints and Tips: Why isn't my boat in the Calendar!

The Club 2011 Calendar is now available to order (see right and below). Choosing the photos for the calendar is not easy and I'm inevitably asked why one member's boats seem to be favoured while another member's boats seem never to appear. I can confirm that bribery or favouritism is not involved! I can only choose 12 photos (I've tried more than one per month and it didn't look as good), so how do I make that difficult choice?

Choosing the photos does take me a significant time over a number of days. I try to choose photos to represent the whole range of model types we have in the club, for example, fishing boats, warships, sailing vessels, etc. After that, it all depends on photo quality, and it turns out that what looks good on the Club web site is often nowhere near good enough to use in the calendar. To choose, I view each photo on a very high definition computer screen some 60cm wide. Seen like that, a surprisingly large number of good photos of marvellous models prove to be spoilt by small details. On many models the receiver aerial appears to have been an after-thought, and is simply draped over the masts or wound around superstructure. Sometimes objects are left on deck (for example a screw driver, a syringe of smoke oil, or stones or lead ballast added for fine trim). Such details are probably not considered important since they are invisible from the shore and don't spoil the appearance of the



model when viewed on the pond. However, photographed through a telephoto lens, such details stand out like the proverbial sore thumb.

Whether I have a good photo of your boat also involves a large factor of luck! Firstly, I have to be at the pond when you are (and I tend to be there on Sundays more than Thursdays). Then there are some days when the pond water appears a sickly green, on other days the light is wrong, - and some days when all the conditions are right I still don't manage to take a good photo (you don't see all the ones I throw away). A host of factors potentially degrade the photo: for example, you'd be surprised how many very small flies (and their reflections) I edit out of photos taken during summer time; they fly low over the water and you don't notice them at the pond unless you specifically look for them.

All this means that the more photos I have of someone's boats, the more likely that there is a good photo amongst them. However Club members use their models in different ways. Some models spend much of their time at the pond hauled up at the shore, or drifting down the pond with the wind. Some members prefer to use their models at the car park end of the pond (where they are often hidden amongst other boats) or to operate them near to the pond shore. Often this is out of concern for the model's safety, which is not surprising given the huge amount of work the models represent. However, that might be why I don't have a good photo of someone's model.

In photographs the boats tend to look best when they are away from any other models and motoring (or sailing) out on the pond at some distance from the camera. They then are surrounded by a water surface which has been disturbed by their bow wave and wake, and they are framed against an out-of-focus background. Over a year, for some members' models I may get a good number of suitable photos, but for others luck will have conspired otherwise.

Finally, a word on producing the calendar. I choose the photos in September and obtain an initial copy to check that everything looks OK. I then wait until there is a special offer, preferably two for the price of one, and place a single bulk order (to get a further discount). The best offer usually occurs in October and is only valid for a few days, so it is important that I am prepared in advance. Adopting this strategy allows us to sell the calendar, on a non-profit basis, at the low price we do. But this means that once they are sold, they are sold. To order further copies nearer the end of the year would mean charging nearly £20 for each calendar!

And what do I get out of doing it? The same as other Club members, a practical Model Boating Calendar to use myself or to give to my friends, and one that I can buy at a very reasonable cost given the quality of the product. Oh! ...by the way, did you spot the dragonfly in the 2010 Calendar?

Peter Taylor

Adverts: The Setley Pond 2011 Calendar



THE 2011 SETLEY POND CALENDAR

**FEATURING 12 SUPERB! PHOTOGRAPHS OF
MODEL BOATS ON SETLEY POND**

**OPENS TO A3 SIZE. A PRACTICAL CALENDAR
WITH PLENTY OF SPACE TO ENTER YOUR
APPOINTMENTS, BIRTHDAY REMINDERS, ETC.
PROFESSIONALLY PRINTED ON GOOD QUALITY
CARD WITH ROBUST COVERS BOTH FRONT AND
BACK. MAKES AN IDEAL GIFT.**

SOLD AT COST PRICE: £8 ONLY
**(IF COLLECTED AT SETLEY POND OR AT THE
CHRISTMAS LUNCH; ASK ABOUT
ANY OTHER OPTIONS)**

HURRY! ONLY A LIMITED NUMBER AVAILABLE

**CONTACT: PETER TAYLOR, AT THE POND
MOST SUNDAYS OR CONTACT DETAILS BELOW**

Christmas Lunch Menu



Home Made Winter Vegetable Soup
Sprinkled with Parmesan Croutons
Smoked Trout Mousse served with Lemon Yoghurt
Chicken Liver Parfait with spicy Fruit Chutney



Traditional Roast Fresh Turkey
With all the Trimmings
Honey Roast Gammon
Served with a Cherry and Port Sauce
Grilled Fillet of Trout
Glazed with Dill Sauce
Leek and Stilton Pancake
With Cream Sauce and Pine Nuts

Served with a Selection of Vegetables



Steamed Christmas Pudding with Brandy Sauce
Tangy Lemon Tart with Raspberry Compote
Brandy Snap Basket filled with Chocolate Mousse



Fresh Filter Coffee served with Mince Pies
Christmas Crackers

SRCMBC
Christmas Lunch
South Lawn Hotel
and Restaurant,

*(Lymington Road,
Milford-on-Sea,
SO41 0RF)*

Saturday 18th December
£17-60 per person

TO BOOK YOUR PLACE
CONTACT
LORNA SOFFE
BEFORE
15TH NOVEMBER
(CONTACT DETAILS BELOW).

Club Contact details

To book your **Christmas Lunch**, or if your address, email, or other **membership details** change please contact:

Lorna Soffe, 1 Stoneleigh Avenue, Hordle, Lymington, Hampshire, SO41 0GS.
Email: membership@srcmbc.co.uk . Phone: 01425 615305

To buy the **2011 Calendar** or for contributions to the **newsletter and web site**:

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!)

For any **other queries** contact the Scale Section Captain:

David McNair-Taylor, 18 Wilton Gardens, New Milton., Hampshire, BH25 5UT.
Email: scalecaptain@srcmbc.org.uk . Phone: 01425 618900

Cut off date for entry in the next issue is: 7th January 2010

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!

Club Web Site: **www.srcmbc.org.uk**

Pictures from an exhibition



SRCMBC Charity Show



Masonic Hall Lymington

*In aid of
Help for Heroes,
RNLI and
Lymington
Hospital*

