

October 2012 - Autumn Newsletter

Scale Captain's Chat

Hi Folks..

The Autumn Newsletter already... where has the year gone???

I am sorry that we have had such a poor season with weather on our club days. We had either too much wind or it was raining hard or both and it has kept attendances low, but at least the pond has been full of water all season! However with recent improvements in the weather it has been good to see so many members at the lake on the last few Sundays and Thursdays; you all seem to appear with the sunshine and what a fantastic selection of models you bring along with you, a tribute to your model fleets and your building skills.

Our exhibitions at Lymington Lifeboat Day and The Club Show in the Masonic Hall at Lymington were our best ever. We raised the record amount of £1400 at The Masonic Hall for our three charities (RNLI, H4H and the Air Ambulance) and had a wonderful display of models and a great get together too! Many thanks to all of you for your help and support. With regard to the 2013 Lymington Lifeboat Open Day we have been asked if we would be prepared to enlarge on my 2012 "on the water display", if anyone would like to to take part please let me know, it will be for about 40 minutes in the enclosed area of the marina near the slipway.

The Setley Cup Steering Competition was held on 22nd July and was won by Andy Davis ...well done Andy. There is only one event left for 2012 and that is the Xmas Lunch at The South Lawns Hotel, Milford on Sea on Saturday December 15th and I hope that many of you will come along. If you would like to attend please contact Lorna Soffe who will gladly sell you tickets (there's a form at the end of this newsletter). As usual, if you would like to donate a prize to the Charity Raffle please bring it along with you on the day.

Peter Taylor has once again had a Club Calendar produced with some of his fantastic photos - a snip at £10 but hurry, it has already been on sale at the pond and stocks are going fast.

I am pleased to be able to tell you that I have negotiated a 5% members discount on purchases from Cornwall Model Boats. PLEASE CONTACT SAM or ANJA in first instance to set up your account . 01840 211009 .

Our deepest sympathy goes out to Richard Coombs following the sad loss of his Wife Tessa.

Last but not least a welcome to all our new 2012 members, I hope you enjoy your days at the Solent RCMBC and at Setley Pond. That's all from me for now, see you at the pond, remember we still sail over the winter months just wrap up warm and come along for a sail!

David



The Scale Captain has not been feeling quite himself recently!

Editorial: another year, another calendar!

Yes, its that time of year again and I've sorted through this year's photos and created a calendar for 2013. It's not an easy task and I'm conscious that some members often seem to get pictures of their boats included while others (with equally fine models) do not. Back in the Autumn 2010 Newsletter I gave some advice for getting your boat into the calendar. You can read the article on the web site (and I'll happily to send a copy on request if you don't view the web). However here is a quick summary of the main tips:

(1) do go to the pond frequently and do use your boat while you are there! Make sure your boat is in action away from the car park end of the pond but don't get too close to my camera position - I can't focus if your model is too close!

(2) do build an unusual type of boat - Don Scott almost has a monopoly on Liners and Cruise Ships, and David Edwards used to dominate the Square-Riggers although that reign is now being challenged by a number of other club members!

(3) do be aware of details: a receiver aerial draped through the rigging or some pebbles on deck to correct the trim may not be visible from the shore - but they will definitely spoil the photo!

(4) do hope to be lucky! I take lots of photos but surprisingly few are good enough for the calendar. Lighting, the colour of the pond, exactly when I pressed the button, all contribute to the quality.

So here's hoping your model will be in the calendar next year! *Peter Taylor, Your Editor.*



Your editor finds his new model easier to sail if he stands on it!

Advert: The Setley Pond 2013 Calendar



Featuring twelve *superb!* photos of boats on Setley Pond taken during the past year.

Professionally printed on good quality card with robust covers front and back. Opens to A3 size with plenty of space to write in your appointments, birthday reminders etc.

A bargain at only £10 (same price as last year - similar quality calendars in the shops cost much more). This really is a "special offer" price and each year we sell out - don't be disappointed.

Contact me, Peter Taylor, to buy your copy... **NOW!** (Contact details at end of newsletter)



Feature article: Mooring and Berthing Tug “Wyeforce” (continued)

[Part 1 of this Article featured in the Summer 2012 Newsletter and can be viewed on the Club Web Site]

Most of the ships furniture and fittings are white metal and cleaned up quite nicely; the exception was the five double bollards which had to be made of plastic, brass and wood. Under the shelter deck a hawser winch was added and quite a bit of hydraulic piping and three reservoir tanks, so enhancing this area. All water tight doors were redesigned to give a more realistic look. Two diesel condensers were made from scrap plastic and brass and fitted into the hull sides. The three white metal loud speakers could not be cleaned up, so were replaced with a moulded plastic type from a Dortmund Exhibition trip.

(By the way, the Graupner Inter- Modellbau annual event is held at the Messe Westfalenhallen exhibition centre in the heart of Dortmund; this six hall exhibition is a must, just once in a modeller's life, it takes two days to see everything, Easyjet fly direct). Back to the build, the flat balustrade rail was wrong; so was replaced with a round section type.



It was now time to start painting; where two different colours met I either made the parts separate or used Tamiya masking tape, quite the best on the market for non creeping clear edges. The whole outside hull was given two coats of Halfords red oxide and left to dry for a couple of days. I then sprayed the blue area to the front half of the bulwarks, and when dry, masked it off to get a 12mm wide parallel line. I had earlier made a working stand, so the boat sat square and it was easy to mark the water line using a pencil in a scribing block. Next I masked off below the water line, turned it upside down, and sprayed the top half with Halfords satin black. I used a rolled up towel to sit the hull on to dry. With my back turned, it rolled

off the table, hit the floor, and sprung the back half of the deck. It was at this point I thought of taking up flying and then remembering aircraft tend to kiss the floor more often than boats, so repaired the deck. Next up was the main deck and superstructure deck. Having masked off both they were sprayed green using a Badger spray gun and Humbrol paints. When masking, I use kitchen foil instead of paper because it scrunches up so much easier into the right shape. The inside bulwarks and outside superstructures were spray coloured buff along with the window frames. The insides of the upper and lower superstructures were sprayed white. All fittings were sprayed white before receiving their top colours.

After the coloured spraying was completed, the transfers were stuck on; or to be more precise individual vinyl letters from Model Flags.com as the kit ones were not great. To get the vinyl letters in the right place I first computer generated the correctly spaced words on white paper, then temporarily fixed this to the area in question and copy stuck the vinyl's directly above the paper working from the centre out. Two coats of 50/50 white spirit and Humbrol satin coat completed the job, all was left for a week to fully dry. I have noticed that modern water based paints are far more tolerant of atmospherics, and will give a very good finish when used outside even in



damp and cold conditions.

Now for the best bit, the final assembly, I tend to drill the bottom of small based fittings and insert brass rod into them. When fitting, I superglue the brass into the locating hole, not the fitting, thus making a neater mating. The two sections of hand rails were fixed into place and spot glued from the inside. Ladders were fitted in the same way as the bollards, spot glued. With all the other fittings in place, I turned my attention to glazing the windows. Having previously dry fitted and numbered them I made up a solution of 75/25 amounts Resin W and water. I then placed a window in a frame and run the glue mix around the inside edge using a dental probe. It took some time to complete this task and a small fortune in the swear box, leaving overnight to fully dry. The two upper cabin doors were of white metal and so heavy I remade them in wood with brass furniture. The bag of tyres with the kit were too hard for my



liking, so I brought twenty four softer tyres, along with larger ones for the bow and stern, a little licence was involved here as there is no fixed sizes shown. The supplied cord was bright white so brought pucker brown cord from Billings Models to hang the small tyres. I decided to add fixing chains to the three larger tyres; chain I had but no U bolts. Voices in my head said make them, the twelve little darlings took me all day to make, along with more money in the swear box. The three types of towing hawser were plaited from soft cord and then dyed dark brown, finishing with a bowline or whipped loop at the end.

The electrics were next; I used Action Electronics for onboard control and Futaba T6YG six channel for overall control. This Futaba kit was brought from Howes Models for a derisory small amount of money. I had drafted out the lighting into three circuits: 1.navigation lights, 2.inside/outside cabin/search lights, 3.anchor light. An Action P62 four function switcher took care of the three circuits, the forth being connected to the radar. Motion control was by two P79 Condor speed controllers, they worked well but the turning circle was too large, so I added a P40 mixer. The tug will now crab sideways if required, all very satisfactory. I did add a sound unit but it got on my nerves so removed it. Dave from Action Electronics was very helpful with advice and the items ordered arrived when he said they would, can't ask for more than that. The problem of access to items within the hull without breaking bits off is ever present, so I



fixed all the electrics onto one board and mounted it under the stern hatch cover. The three on/off switches, fuses and charging leads for RX and main battery are now available without much trouble.

I finished off the project with a polished hard wood stand. By the way; if your brass propellers get tarnished, just dunk them in Coca Cola for five minutes and Bob's your uncle; bright and shiny.

Drinking it afterwards is optional.

With my new tug under my arm I could now face my fellow modellers down at the lake (my old club) without comments of "who the hell is that, oh, must be a new member". Talking of arm, it weighs in at 21 lbs so a carrying case



had to be made, unfortunately it took two to carry it; hence the wheels. As this was still too heavy to put in the car, I now have a light weight trolley.

I know this story's has been a bit long, well quite a bit long, but having finished reading it, take solace from the fact that it kept you out of the pub for a while, thereby saving money for your next project!

Ken Gould.

Feature article: HMS Ark Royal - from start to finish?

[a version of this article by John Tybjerg first appeared in the Poole Radio Yacht Club Newsletter - Ed.]

Most of us are probably familiar with the inevitable questions you get asked by passers by as you are quietly driving your pride and joy around the lake, or having a well earned cup of coffee at a Scale Day. Among the favourites are probably "How long did it take to make?", "How much does it cost?" and "How long have you been making model boats?"

The answer that most of us probably give to the last question is "twenty years or so" or "quite a long while". We would probably not be far out if we said, "Since I was about 8 years old". At about that age I made my first boat. My father owned a small Nursery and the gutters between the greenhouses were lined with a plank about 2 inches thick and twelve inches wide. My brother and I both acquired a length of this from which we were going to make a boat to take on holiday and float in the pool on the seafront at Lowestoft.



I made an Aircraft Carrier. I nailed some pieces of hardboard around the edge of my piece of wood to represent the flight deck, put another chunk of wood on the side to represent the Island, painted it red and green (because that was the spare paint that dad had available!) and tied a piece of string to the front. This would have been in the mid to late 1950's, and as the fourth Ark Royal had been launched by Her Majesty the Queen Mother in 1955 my mother promptly called it "The Ark Royal". Little did I realise the significance that that name would have in my future life.

Trials in the boating lake had mixed results. It floated ok but, as I had made it straight across the front, when pulled at any speed it submerged very quickly to about four inches and stayed there!

As life progressed I developed an interest in aeroplanes as well as ships and in 1967 joined the Royal Navy as an Aircrew Officer. I completed flying training in 1969 and joined 800 Squadron on HMS Eagle as a Buccaneer Observer (Observer is the Navy term for an aircraft navigator as Navigators navigate Ships!). In May 1971 I moved to 809 Squadron on yes, you have guessed it, HMS Ark Royal! This was to be my home on and off until she was decommissioned in November 1978.

It was during the last cruise in 1978 that I started building boats again, making the Billings Zwart Zee as a static model. I finally finished my association with Ark Royal with just over 400 carrier landings in my log book and a half completed model boat. The Zwart Zee, being of little use except taking up room, was eventually scrapped in January this year.

HMS Ark Royal was followed by a year behind a desk at Yeovilton and then three years as an instructor with the United States Navy flying the A-6E Intruder. During this time I clocked up another 90 deck landings and built a couple of plank-on frame square riggers.

I left the Royal Navy in 1986 and moved to Bournemouth to join FR Aviation, providing training services to the Royal Navy. After twenty years service with the company I was told to "go and buy yourself a present and bring us the bill"! While my colleague reckoned he could just about fill up his camper van with diesel for the allotted money I was off to Westbourne Models for a boat. I came out

with the Model Slipways Al Khubar and although it took a while I eventually completed my first foray into Plastic and RC.

The Al Khubar took 3 years to complete and, notwithstanding a couple of floods in the engine room, was a good learning curve. Until one Sunday just over a year ago that is. I had had a niggling worry about the port motor for a while and after a session over at Setley I took off the superstructure to disconnect the battery and smoke came out. The aforementioned port motor, an MFA Como Drills 919 Series with the attached gearbox, was extremely hot and the red plastic cover over the gearbox had melted. I reached round to try and turn the prop and a small stone fell out of the Kort Nozzle!

This may have helped to explained things, but why did the fuse not blow? It was a bit big, but I won't tell you how big! On the Al Khubar there is a 4 inch or so length of deck below which nothing is accessible. This of course is exactly where my motors were. By drilling 3 holes in the deck however I was able to remove all the screws and the motor. The motor had had it, and the after deck needed a dockyard job, but it was a good opportunity to build the electrics etc properly! Al Khubar finally went as well early this year but it had been a good place to try out various things and learn a lot.

Isn't it about time somebody wrote a book – how not to build Model Boats?

John Tubjerg



Club use of the lake

As some of you may be aware the Christchurch Sailing Club have been using the lake to race America's Cup type yachts as unofficial non-paying users. Recently this had gone from an occasional event to twice weekly, fully organised sessions. After consultation with the Forestry Commission we contacted the CSC and invited them to become paid up members of the Solent Club or to move elsewhere. Happily they made the decision to join the club and so Mondays and Saturdays have now become Sailing Section Racing days for America Cup Type Yachts. However we have pointed out that some of our Scale members do use the lake on Saturdays for informal sailing and they have been asked to work together with us on lake sharing, as is already the case. This has overcome the problem of the CSC group sailing for free as they now contribute to the lake hire and insurance costs, and the lake is now fully utilised by The Solent Club. Welcome, CSC!



Club Merchandise



(a) when not dressed as Stormy Sam the Scale Captain wears a club Pilot Shirt - £10.

(b) "Help for Heroes" Lanyard for your transmitter; 20mm wide with swivel clip, quick release buckle, and safety link - £2

(c) Polo Shirt (this one is owned by Peter Taylor, , yours will look smarter!) - £5

(d) Sweat Shirt in medium weight cotton/polyester (small, medium and large sizes) - £11

(e) SRCMBC Baseball hat - one size fits all - £4-50

(f) Beanie Hat - one size fits all - £4-50

(g) "Xamax" fleece, navy blue with club logo on left breast. Two zipped outside pockets and two inside pockets. Just right for winter at the pond - £11

(h) SRCMBC Flags for your models; custom made by BECC on quality fabric. Length and price: 25mm £3.05; 38mm £3.96; 50mm £3.96. Other sizes are available to special order (NB these flags are single sided).

For Club Merchandise please contact Lorna Soffe (contact details at end of newsletter).

Members Adverts:

"Saturn", Harbour Tug

Offered complete with motor/gearbox, drive assembly and steering servo. The steering is unusual - 2 wires run along pulleys on the deck. The MMB 'foggy' smoke unit uses tap-water and needs 24v - which is supplied from 2 x 8 packs of rechargeable AA cells - (good ballast)!

Price: offers around **£175** will be considered; (willing to deliver within a 50 mile radius of Marchwood, or by carrier at extra cost - approx. £10)

Contact: Allen Kaye; Phone: 023 80428875
Email: allenkaye@srcmbc.org.uk



"Puma" Design RG65 Racing Yacht

A compact, high-performance racing yacht offered with or without radio gear:

Two racing sail rigs ("A" and "B")

HiTech arm winch for sail control

Optional: Spektrum DX5e transmitter and charger

Price: (boat) **£120**; (radio) **£40**; (or offers)

Contact: Colin Ching (Wimborne, Dorset);

Phone: 01202 883614

Email: colinching@srcmbc.org.uk



Arthur Shannon's Model Boat Emporium - a selection of models for your pleasure!



No, Club Committee Member Arthur Shannon is not giving up modelling! ...but he is offering a selection of his boats for sale in order to make room for new models, including a new sailing yacht!

Details:

(a) **Cabin Cruiser**, length: 28ins, price: £200

(b) **"Emden" Pleasure Boat**, length: 34ins, designed for steam propulsion, price: £300

(c) **Gunter Rigged, Clinker Built Sailing Dinghy**, length: 18ins, needs refurbishment, price: £100

(d) **HMS Solebay (Destroyer)**, length: 48ins, price: £400

(e) **"K2" Yacht**, length: 51ins, mast height: 72ins, price: £350

(f) **Landing Craft**, with working ramp and amphibious personnel carrier, price: £300

(g) **Naval Motor Boat**, length: 29ins, price: £150

(h) **"Neptune" Cabin Cruiser**, length: 35ins, price: £200

(i) **Whaling Ship**, length: 36ins, price: £300

Arthur's models are available for inspection or purchase in Ashurst or by arrangement at Setley Pond.

Contact: Arthur Shannon; Phone: 023 80293108; Email: ashannon@srcmbc.org.uk

Three Display Models: Bounty, Endeavour and Victory



These static Ship Models were given to the club from a lady who had lost her husband and would like them to go to a good home. They are: Bounty (above left), Endeavour (above right), and HMS Victory (left). There are also blue-prints which appear to be for the Endeavour.

To express an interest in one of these models, or for more information, please contact the club membership secretary, Lorna Soffe (contact details at end of newsletter)

Club Contact Details

For Club Merchandise, Xmas Lunch 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

For Calendar Orders, 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: 31st December 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.

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

Members' Contact Details

The Club policy is not to pass on member's contact details to other organisations or people, including to other members. However this has sometimes caused embarrassment (or seemed rather silly!) on occasions when we refuse to pass on details even though we are reasonably sure that the member concerned would not mind.

For that reason, new members are now asked on the membership form if they will allow their **phone number** to be passed to other members who are trying to contact them. Note that this does not include other contact details. Thus, over time we will establish a list of members who are happy to have their phone number passed to other members. In future we will be asking existing members if they wish to be added to this list - or they can return the form below to be added now. Note that we will not make contact details available to other people or outside organisations.

✂-----**Reply slip**-----

I agree that the club can pass my **Name and Contact Telephone Number** to other members without prior consultation

Name (please print):.....

Signed: Date:

(please return to the Club Membership secretary: **Lorna Soffe**, 1 Stoneleigh Avenue, Hordle, Lymington, Hampshire, SO41 0GS (or give the form to Lorna when you see her at the pond).



**SOLENT MODEL BOAT CLUB
CHRISTMAS LUNCH**

**SOUTH LAWN HOTEL, MILFORD
15TH DECEMBER 2012**

12.30 FOR 1PM

HOMEMADE TOMATO AND BASIL SOUP
HERB CROUTONS

CHICKEN LIVER PATE
TOMATO RELISH, MELBA TOAST

EGG AND PRAWN SALAD
LEMON MAYONNAISE

SEASONAL MELON
BERRY COMPOTE

POACHED FISH MORNAY

ROAST TURKEY, SAGE AND ONION SEASONING
BACON-WRAPPED CHIPOLATA, ROAST GRAVY

SLOW ROAST BELLY PORK
APPLE SAUCE

VEGETABLE STIR FRY

ROAST POTATOES, CHEF'S CHOICE OF SEASONAL VEGETABLES

TRADITIONAL CHRISTMAS PUDDING
BRANDY SAUCE

VANILLA CHEESECAKE
FRUITS OF THE FOREST COMPOTE

CREAM FILLED PROFITEROLES
WARM CHOCOLATE SAUCE

FRESHLY BREWED COFFEE

PRICE £17.50

Partners and family welcome! Last chance to Book! ...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 15th December 2012, 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**