



journey time back to Basingstoke, battery storage systems for solar panels, what were those planes that flew over a week ago?, and finally the journeys of family members around the world. I doubt that there are many organisations that could cover such a diverse range of topics in the space of a couple of hours. It is this social aspect to the club which I find so stimulating and hopefully you do too!

### **Membership News**

It is with regret that I inform members of the death of **Reg Naish** who died early in November. A condolence card was sent to his family on behalf of the club.

Please join me in welcoming two new members to the club, **Neil Gibson** and **Gary Bryant**. We look forward to meeting and seeing you at the lake when you are able to attend.

The current paid up membership stands at 103, of which 4 are junior members.

New members are always most welcome – if you have a friend that may be interested in model boating or joining the club then please let them know all about us, or tell them to have a look at our website to see for themselves - [www.basingstokembc.co.uk](http://www.basingstokembc.co.uk)

### **Member's e-mail addresses.**

I maintain an email mailing list of those members who have provided their email address. Recently I have noticed that a number of members addresses have not been recognised when I sent out emails to the list. If you have recently changed your email address/internet provider and still wish to receive club emails then please update me with your new address by sending an email to me at [atclark25@yahoo.co.uk](mailto:atclark25@yahoo.co.uk)

### **Dates for your 2024 Diary**

The **Midhurst Modellers Show** will be taking place on the 11<sup>th</sup> February between 10:00 and 16:00 hours. The club has had a display there for many years and will be in attendance in '24.

**Popham Model Show** will be held on the weekend of 7<sup>th</sup> and 8<sup>th</sup> September.

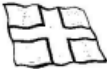
Volunteers requested for both shows to bring boats for display and help man the club's stand. Please contact either myself or our Chairman Chris if you are able to help.

### **Sale of Alan Wells and Bob Joy Boats**

This raised the sum of **£590.00** which was donated to the Basingstoke Branch of the RNLI during coffee morning at their Secretary's home. See letter from their Secretary below.

In total so far this financial year the club has donated **£863.50** from the sale of late member's boats which is a tremendous achievement.

There is still a yacht with 2.4GHz system and a separate RC system for sale, see the For Sale section later in the newsletter.

  
**Lifeboats**

**Royal National Lifeboat Institution**  
Patrons: Her Majesty The Queen  
President: HRH The Duke of Kent  
Chief Executive: ~~Paul~~ **MARK BOWIE**  
\*The Regal is a trading name of The Regal Ltd, a company registered in England and Wales at West Quay Road, Poole, Dorset, BH15 1AJ, registration number 2252249.

64 Eastrop Lane,  
Basingstoke  
Hants.  
RG21 4AX

Andy Clark,  
BMBC Secretary/Treasurer  
25 Coniston Road,  
Kempshott,  
Basingstoke.  
Hants  
RG22 5HT

4.11.23

Dear Andy,

Thankyou so much for your very generous donation of £590.00 to the RNLI. We really appreciate the fact that you give us the money raised by the sale of boats and other items. As I mentioned to you, our Treasurer was delighted.

Thankyou, also, for coming to our coffee morning today.

Thankyou again for this wonderful donation to the RNLI and your continuing support of our charity.

Yours sincerely,  
Shelagh Le Marshall.

The RNLI is the charity that saves lives at sea  
Royal National Lifeboat Institution, a charity registered in England and Wales (209603) and Scotland (SC037736). Registered charity number 20003326 in the Republic of Ireland

Secretary, Basingstoke  
Branch RNLI

### **Jottings from a summer holiday in France**

Way back in June/July my lady friend and I enjoyed a couple of weeks in the Brittany region of France. The first week was spent on the southern coast whilst the second week on the northern coast.

During the first week we had a trip to Penmarc'h, where near the foot of the lighthouse there's an old lifeboat station housing a Rowing and Sailing lifeboat called "**Papa Poydenot**" dating back to 1900. The boat was built in Le Harve and prior to its official launch in 1901 was an exhibit at the Paris World Trade Fair Exposition held between April and November 1900. As an aside there are 309 steps to the top of the lighthouse which we didn't tackle!



The Boat House



Model of Vessel on Launching Cradle



The construction is a mix of Oak for the keel and stems with two layers of 16mm thick teak for the hull sides. The keel is reinforced on both sides with lengths of lead and iron which lowers the centre of gravity and makes the vessel self-righting in 5 seconds. Teak is also used for the deck which incorporates a bailing system which can empty out the water after capsizing in 25 to 30 seconds.

13 crew are required to handle and row the boat, 10 on the five rowing benches, with a Captain, Helmsman and 2<sup>nd</sup> Mate making up the remainder of the crew. The ash timber oars are between 3.68 and 4.27 metres in length and are numbered 1 to 5 from the bow to the stern, with oars numbered 1 and 5 being 3.68 metres, 2 and 4 measure 3.95 metres and 3 the longest at 4.27 metres.



The boat also has two deployable masts together with a Jib, foresail and mainsail with a total sail area of 16.23 metres.

The boat was in service from 1901 until 1939 and during that time was called out 56 times saving 123 lives and 23 other vessels. In April 1940 it was sold for 2000 French Francs and spent a long time in Port Huliguen in the Morbihan area until being rescued and restored in the Pichavant shipyard in Pont L'Abbe 1989. In 1992 it was recognised as an historical monument by the French Ministry of Education.

During the second week we stayed at Bugueles on the northern Brittany coast in a house with a terrace that looked out to sea. One morning on the horizon a 3 master sailing vessel came into view and with the help of the amazing website **MarineTraffic** we were able to identify the vessel as the “**Le Français**” a 47 metre long Barque.

The “**Le Français**” was originally a traditional Baltic cargo ship built in 1948 at the Svendborg shipyard in Denmark by J. Ring-Andersen, one of the world's most renowned shipyards, on behalf of the Royal Greenland Trading Company.

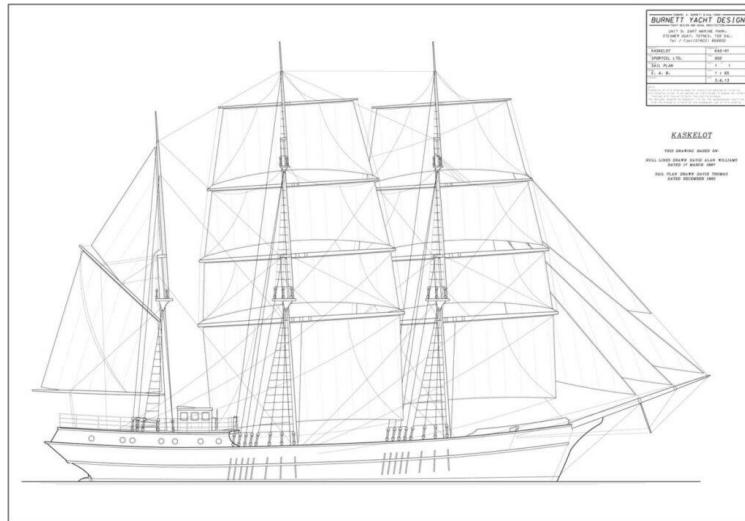


Launched under the name **Kaskelot** (sperm whale in Danish), it was then used in the 1960s as a support vessel for pilot whale fishing in the Faroe Islands. Twenty years later, she was purchased by Square Sail in the UK and converted into a two-masted barque for use in numerous television and film productions, including *The Three Musketeers*, *Shackleton* and *David Copperfield*.

It took part in many maritime festivals before starting a new life, after a considerable restoration at a UK shipyard, under the French flag in 2018. Its new name, "**Le Français**", is no coincidence, it is a direct tribute to the three-masted schooner that took part in the first Charcot expedition to Antarctica. Jean-Baptiste Charcot had it built in 1903 in Saint-Malo at the Chantiers et ateliers de construction navale de Saint-Malo to plans by the naval architect François Gautier.

### **Restoration**

Known then as the **Kaskelot**, the vessel underwent an extensive refit at the renowned firm of T. Neilsen and Company located in Gloucester Docks Gloucestershire. The company are specialists in restoring sailing vessels and have worked on **HMS Victory** and **SS Great Britain**, their website is fascinating and well worth a visit. The firm worked to a precise set of specifications in order to recover the original characteristics of the ship with more than 55,000 hours of work devoted to the boat.



All rigging was removed and refurbished, including a brand new main mast fashioned from a 150-year-old Douglas fir tree. The interior of vessel was completely demolished and all accommodation spaces reconfigured to comply with new guidelines and regulations. This involved repositioning the crew accommodation from the bow to the stern of the ship, creating new steel bulkheads.

A new engine room was equipped with a Mitsubishi S6A3- MPTAW-3 propulsion system, classified by Bureau Veritas, together with the replacement of fuel, greywater and fresh water tanks.

A wide range of traditional trades and skills were involved with the work – naval architect, shipwright, cabinetmaker, rigger, deckhand, sailmaker, mechanic, welder, hydraulician, electronics technician, etc. – with the aim of providing the highest construction standards, supported by international certification.

With this complete restoration, **Le Français** is now one of the most modern traditional ships including all the latest technology, equipment and navigational instrumentation.





**Le Français** and crew are now based in the heart of the privateer city of Saint-Malo. Available for the organisation of sea trips, film shoots and other public relations operations at the quay and at sea.

### **Building Bella an Aeronaut kit part 3**

At the end of the June edition I had painted the underneath of the hull and given the top half a number of coats of varnish. This was the situation went until mid-October when I restarted building by fitting the rudder bush and the keel weight to the keel stem so that I could undertake tank flotation tests before fitting the deck.



The castings of the weight needed a bit of fettling to achieve an acceptable torpedo shape. The weight was supposed to be attached by use of a 30mm M3 bolt and locking nut which I felt was too short. I used instead a long screw from an old electrical socket found in the garage, you never know when things will come in handy, which was super glued and epoxied in place and then cut to length. Some more epoxy was used to smooth the weight into an acceptable torpedo shape which was finally painted red.

With the flotation test passed with flying colours, water stayed on the outside of the boat, it was time to fit the one piece deck and continue the build. I closely avoided a complete *faux-pas* by forgetting that the boat has a removable cockpit and nearly stuck the cockpit sides to the hull. It was only by looking at the next page of the instructions that I realised what I was planning to do was not a good idea!



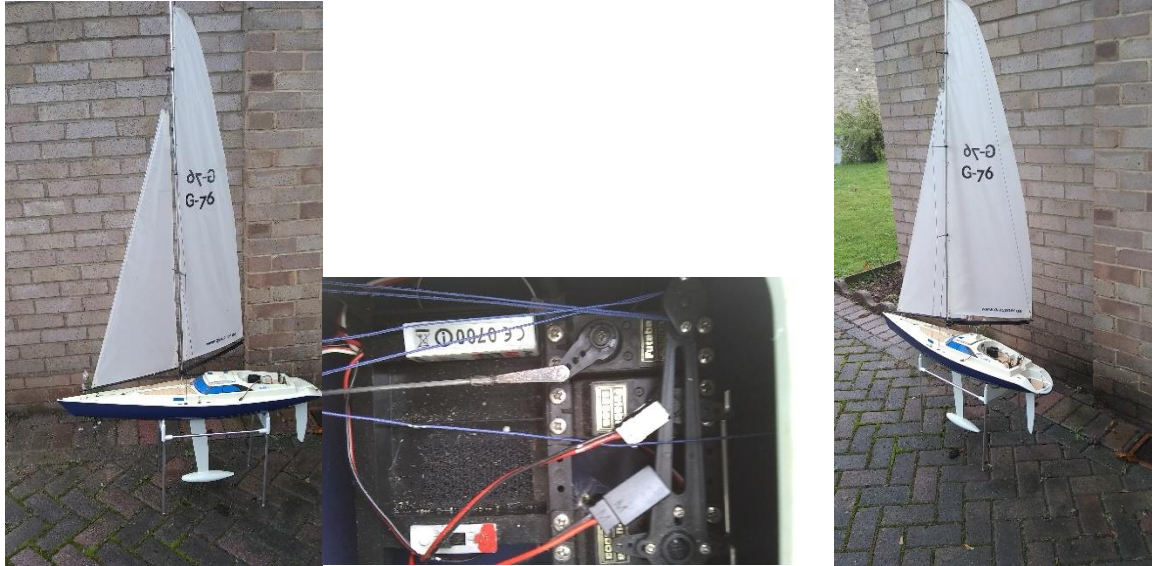
The completed cockpit, after a bit of fiddling, slots tightly into the hull and is fixed by a single screw. The cabin roof and hatch were next to be constructed and fitted to the model. The deck has been given a couple of coats of varnish and where it meets the hull a bead of epoxy glue applied to provide a hopefully watertight seal.



Next on the list to do is making up the mast and boom, fitting the rudder and servo mounting plates, finishing with the standing, running rigging and sails. All being well the maiden voyage will be sometime in during Spring of 2024!

**Items for Sale**

Graupner Trueblue Yacht overall length 100cm by 22cm beam and 160cm bottom of keel to mast top. Complete with Planet 2.4GHz Transmitter/Receiver combination, Transmitter carry case and a 6V 1600mah battery pack. Offers around £70.00



Joysway 2.4 GHz Transmitter and Receiver combination. Submit best offer.



Proceeds from both will be donated to the RNLI.

**Boats in need of a new home.**

Charlie Redford, one of the club's founder members is offering three boats for free to any member who would like one or more of them. Each boat requires some TLC as they haven't been used in quite a while.



Trent lifeboat requires new motor, prop shaft and propeller.



Model of Australian river paddle boat needs a general overhaul and is in working condition.



HDML in good condition despite being built in the 1960's.

All the boats are located in Andover and interested members should contact Charlie via email at [cwillann@aol.com](mailto:cwillann@aol.com)

**Close**

Well that's it for this issue I've bumbled on long enough, according to word count there are 2227 words in this edition plus a number of pictures and I hope you found at least some of them worthwhile. Articles from members for newsletters are always very welcome so if you are restoring a model or undertaking a new build share your experiences with the whole club.

Chris our chairman and I take this opportunity to wish you and your families a Merry Christmas and a Happy New Year. Enjoy your boating but with winter here wrap up and keep warm at the lake.

Cheers  
Andy

*To save costs the Newsletter is printed in black and white so you miss some of the detail of the photos in colour, etc. – if you would like to see it in full colour I will as usual ask Carl to add a copy to our BMBC website.*