



BASINGSTOKE MODEL BOAT CLUB

Newsletter

Chairman/Secretary/Treasurer/Newsletter Editor/Webmaster

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As most of you by now know Alan Spooner has, after 7 years in office, resigned as Secretary/Treasurer/Newsletter Editor. I and the club owe Alan heartfelt thanks and a debt gratitude for all of the hard work he put in, which has enabled the club to grow to the size we are today. Alan will continue to be an active sailing member of the club at the lake side sharing his knowledge and experience of model boating.

As Chairman I have currently taken over Alan's duties, but if any member would like to volunteer to assist in the running of the club then don't hesitate to contact me!

Membership News

At the time of writing this newsletter we have a new member who has joined us since the last newsletter. Please join with me in formally welcoming John Partridge to the club and we hope to see him at the lake side.

Four members for various reasons have not renewed their membership and we wish them well for the future, who knows they may re-join one day. Therefore potential total current membership stands at 82 with a number of membership fees outstanding.

Annual Membership fees Due for year 2019 / 2020

Just to remind members, the Club year runs from the **1st April to 31st March** and I now have to inform you that the annual membership fees for the 2019-2020 year are **overdue**, so please can I have any outstanding membership money at the earliest opportunity. I will be on holiday in France from mid-June to early July.

Please hand or send your 2019/2020 membership fee money (£10.00, £5.00 for juniors) to myself and I will sign your membership card.

You can of course send a cheque to me, made payable to **Basingstoke Model Boat Club** to the following address:-

Andy Clark
25 Coniston Road
Kempshott
Basingstoke
Hants
RG22 5HT

If you do not wish to renew membership please let me know by phone, email or letter and I will remove you from the list and this will be your final newsletter.

New members are 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

Forthcoming Events

Midhurst Summer Show Sunday 16th June

The club is not participating in this year's event. However if any member goes to the show I would appreciate a short article for the autumn newsletter.

Basingstoke - Love Parks Event 17th July

"Love Parks Week", is a national event sponsored by the Keep Britain Tidy group. Following on from the previous year's successful attendance at this event we have again agreed to support the Council with this activity. As usual we intend to have a Club stand displaying our boats, a table or three for making paper boats for/with any children and their parents and a couple of gazebos to keep us dry if the weather is inclement, in fact similar to previous years. We will still be sailing our boats as a normal BMBC meet and the car park will not be closed off so we will need to get to the park early, i.e. 10.00 hours to establish ourselves.

To ensure that this event runs smoothly additional members are needed to assist in making paper boats and also to provide children with the opportunity to "have a go" with member's boats. To date Andy Clark, Alan Spooner and Chris Cole have formally signed up but more are needed.

Basingstoke National Play Day

This event will be held on **Wednesday 07 August** and as such will be a rerun of the event above. This event in the past has proved very popular so I urge members to assist in this event either by making paper boats or by providing boats for children to “have a go”.

To date Andy Clark and Alan Spooner have formally signed up but more are needed.

There now follows an article from Tony Carter on the build of his 1 metre sailing yacht.

Over to you Tony!

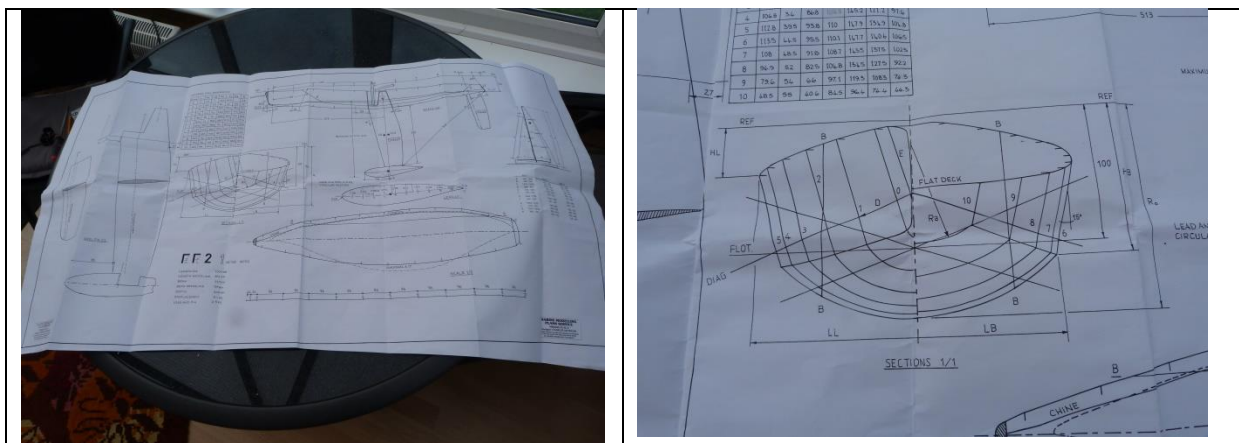
A new Leftover build

Always a problem for me at Christmas when a daughter asks ‘what do you want and you only have £15 to spend’? This time I had the answer: how about a model boat plan? I had been thinking about building a 1 Metre and found a plan on the Cornwall Model Boat site which looked interesting and different, having a round bottom, flat sides, and stepped round fore deck which looked sort of 1930s. So using modern technology I sent her the web link and Christmas was sorted.

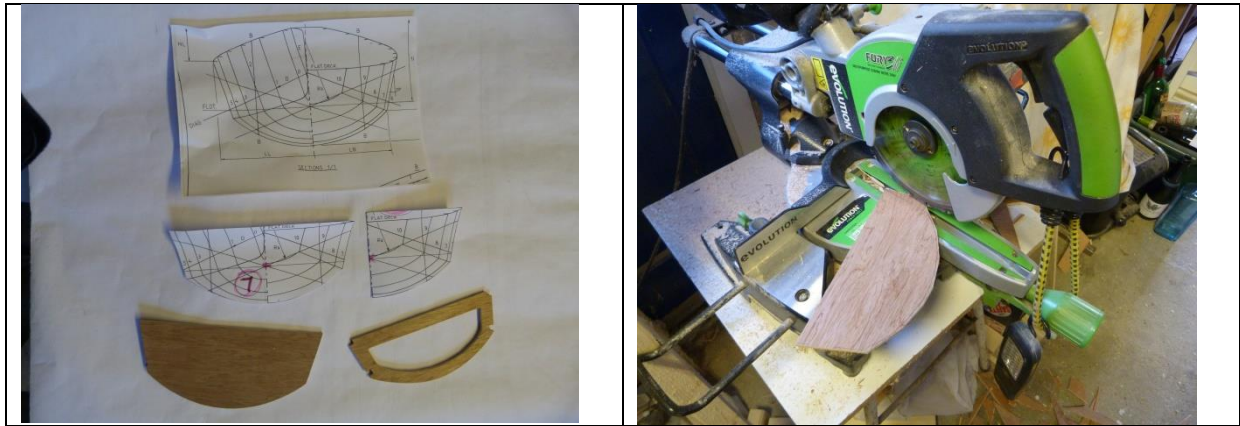
On receiving my present my granddaughter asked ‘it’s not a real present; why do you want a single sheet of paper that’s not even a drawing’?

So the build begins

Before I start, this is the method I have used for all my Leftovers both sailing and motor boats and it suits me, but we all have our own way of doing things so if you are going to or thinking of building your own boat **JUST DO IT** this may help.



This is the drawing I was working from. You may be able to see some parts are full size and others just show the shape or dimensions. Lucky for me the ribs are shown 1 to 1 (full size).



I photocopied the rib section 10 times (10 ribs on this model) then cut out each one to act as a pattern. You have to fold each one in half as the drawing only shows half the rib before cutting. This also allows you to get both halves the same. Because I only have hand tools, except a saw and drill, I cut the outside with a chop saw.

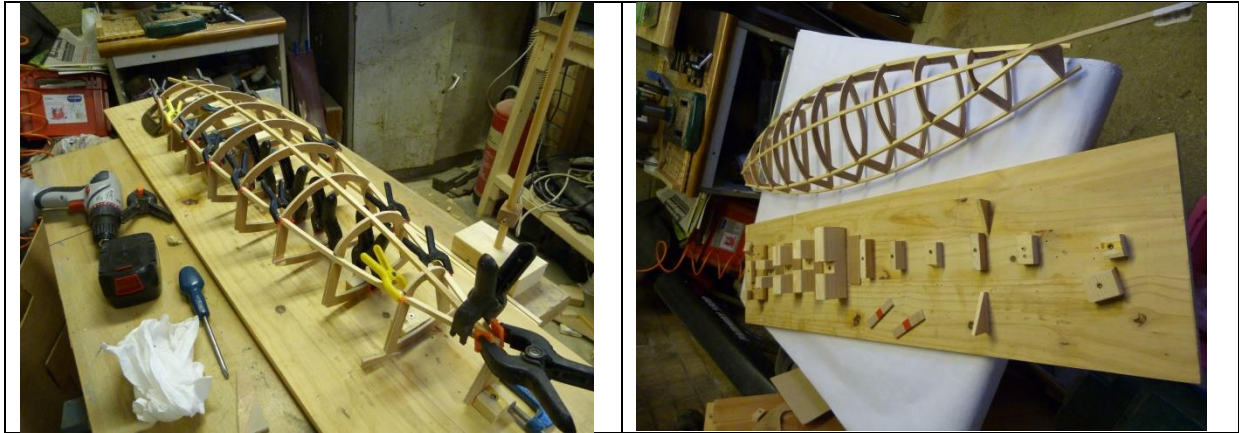


I finished the outside using files. To keep the boat light the centres were cut out using a jig saw and files. Also shown are the notches because I was going to make a frame to glue the planking against.



To hold the ribs square and in line a flat ridged base board was used, the blocks being screwed squarely to each other at the spacing specified by the drawing.

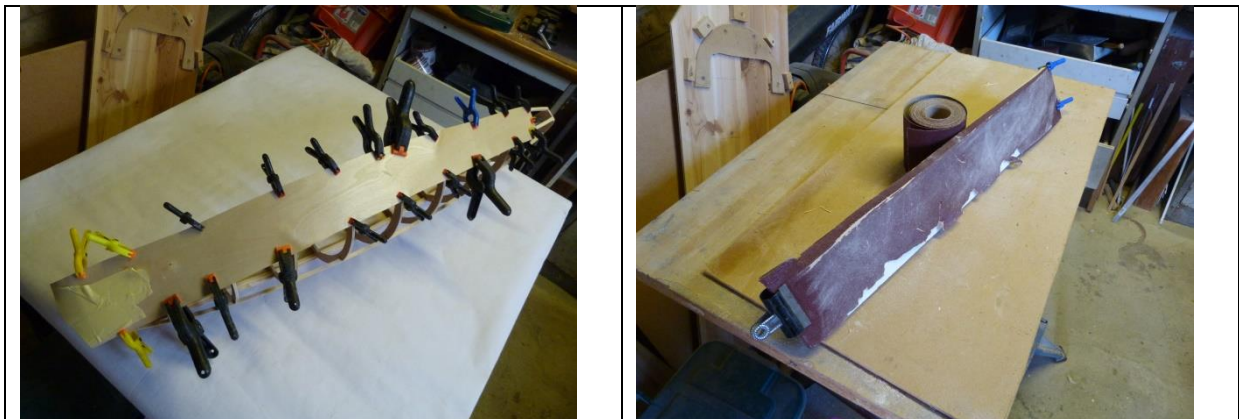
Because the deck was stepped spacers were also required to keep the water line parallel. This set up is the most important part of the build. Before I used this method I had ribs that were not square and parallel which ended up being filed in the big grey bin! Each of the ribs can now be clamped to the blocks and the first frame member glued in place.



After gluing the assembly can be lifted off the jig and checked for squareness. It's better to check at this stage when adjustments can be made by cutting and regluing.



I made a depth pointer to help with keeping the frame square. This was used when on and off the jig during the build.



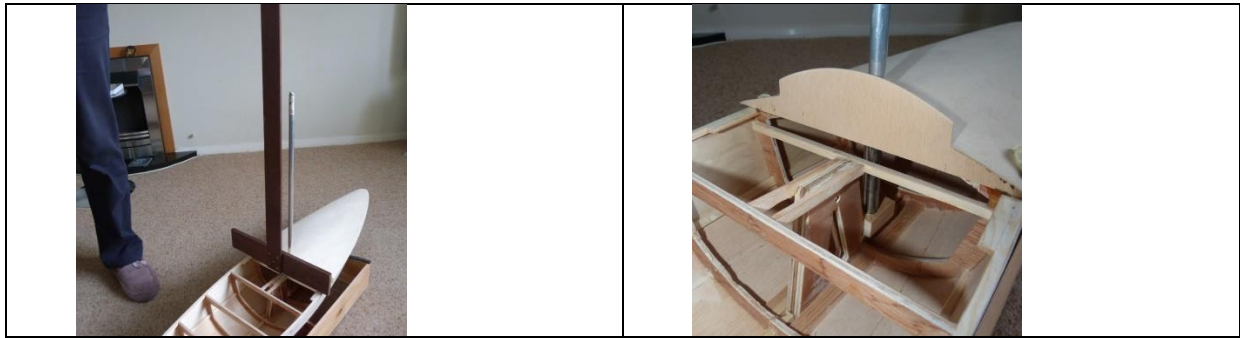
Now it's time to glue the sides on. This was made easy due the flat sides of the design that only required a single sheet of ply and lots of clamps, but you have to be careful that the ribs and frame are flat for total coverage of the glue. To achieve this flatness I use a long flat board and a length of abrasive paper with clips at either end which is nearly as long as the boat. This helps to remove any high spots over a long length easily.



As I had a sheet of Alloy in the garage I made the dagger board from it, but still cut to the ordinal shape. I made a special frame as the one shown on the drawing was for a thicker, removable dagger board as in the 1 metre regulations. The base can now be glued on with lots of masking tape and blocks to hold the planks against the frame. At this point I admit that I made a mistake by not using narrower planks on the bottom but you always learn by your mistakes.



Because of the thin plywood used I decided to use glass cloth on the hull. After asking around, a product called EZE-KOTE was suggested. This is a water based resin and comes ready-mixed. You just paint it on and let it dry then lay the cloth over the hull and paint over it. After drying overnight give it another coat then trim away and sand before painting. I will use this product again on other boats or if I get any leaks as the finish is hard and smooth. The stepped deck was then glued on and marked for drilling the mast.



Squaring up the mast before gluing the support tube and base block in place. Using this method the mast just drops into the tube for easy transport.



Rear deck fitted and glued in place. At this time I decided to add cabins to the rear deck and make it into a 1930 type sailing yacht. I decided not to use the normal sticky plastic racing pads as I was not going to be racing and wanted the craft to look different on the water.



As this is another leftover boat you have to make your own sails. The material is from a kite shop and very similar to the sort you purchase from model boat shops but a lot less expensive. The sizes were given on the drawing so no need to design them. I marked the sail dimensions on wallpaper and laid the material on top. I cut out the shape using a soldering iron which cuts and seals the raw edge and gives a great finish. The only sewing required is where a return is needed to run a cord

through. To strengthen the corners I sewed in a thin plastic sheet which spreads the load. Do not drill or punch any holes, rather burn them with a hot rod, like a knitting needle, to seal them.



Having launched the boat I'm really pleased with the way it handles. If anyone would like to discuss this project with me just ask.

*Having seen Tony's boat on the water I can confirm that it handles and sails very well. **Andy Clark***

Square Rigged French Frigate – Andy Clark

A few weeks ago whilst visiting Lepe Country Park my lady friend and I spotted a three masted square rigged ship in full sail transiting the Solent from west to east.

After looking through binoculars a large tricolour flag was observed designating a French vessel. This obviously warranted further investigation so over a nice cup of tea in the excellent café and using the free Wi-Fi to search on marinetraffic.com it became apparent that the vessel was in fact the replica French Frigate *Hermione* transiting the Solent en-route to Cherbourg having left Rochefort a few days earlier.

For those who don't know, Lepe Country Park is in the New Forest south of Beaulieu and looks over the Solent towards Cowes on the Isle of Wight. During the build up to D Day troops and supplies were marshalled along much of the south coast. Lepe and the surrounding area came under the control of the shore station HMS Mastodon, headquartered at Exbury House.

Before the build-up of troops, supplies and machinery had begun the beach at Lepe was used for the construction of sections of the Mulberry Harbour. Remains of this activity can be seen today and gives a fascinating glimpse into the past.

I thought at the time that this sighting could make the basis of an interesting article for the newsletter, so after some researching the following is the result which I hope you enjoy.

The First Hermione, and Lafayette- 1779-1780

The town of Rochefort, halfway down the Atlantic coast toward Spain built ships for the French Navy for over a century. In 1778 a series of four identical 32-gun Frigates of a new design: *La Fee*, *La Corageuse*, *La Concorde*, and *Hermione* were built. Classed as light frigates, they were armed mostly with 12-pound cannons.

In May of 1779, this first *Hermione* had been launched, commissioned and was heading to sea on its first campaign in the Anglo-French war of 1778-1783 less than a year after its keel had been laid.

In 1780 repairs and several upgrades were made to the ship, including the new method of covering a ship's bottom with copper sheathing, resulting in a speed increase of about 20%, making the *Hermione* one of the very fastest French Naval ships.

The Hermione-Lafayette Voyage to America, March 1780

Her next voyage, was to transport the Marquis de Lafayette to America. Lafayette had the French King's approval to give substantial military aid to General Washington's army. Needing to inform Washington with that message as fast as possible the *Hermione* was chosen for the task. Quickly fitted-out the *Hermione* sailed for the USA on March 20th, 1780.

Sailing directly across the Atlantic the *Hermione* arrived in Massachusetts 38 days later on April 28th, 1780. Lafayette landed in Boston and rode south to Washington's headquarters to deliver his message of French aid.

The *Hermione* remained in America, battling the Royal Navy blockade and taking part in the French Naval force at Yorktown before sailing back to France after 2 years away. In 1793 she ran around and was wrecked by heavy seas.

The Second Hermione

This Hermione is a 47-metre-high, 65-metre-long replica of the three-masted frigate that left French waters in 1780. The idea of building the replica was conceived in 1993 at a meeting attended by French author Erik Orsenna and Benedict Donnelly, founder of the Association Hermione-Lafayette in France, and a few others belonging to the Centre International de la Mer in Rochefort.



Construction began in 1997 and took 17 years, compared with just under a year for the original. The *Hermione* was built up river from Île d'Aix at the port of Rochefort. Traditional shipbuilding methods were used wherever possible, with carpenters, blacksmiths, riggers and sail makers rallying to make the ship what she is today.

About 2,000 French oak trees were sourced to create 400,000 hand worked pieces for the hull while 24 kilometres of ropes, many prepared at the nearby Corderie Royale rope-making museum, went in to the rigging.

However, even a historical project cannot avoid modern rules and regulations. The *Hermione* made several concessions in order to comply with international maritime safety regulations, which include having two motors, modern GPS navigational equipment and adequate sanitary living conditions for her crew.

Biscuit Tin

On arriving home from Lepe I was struck by the coincidence that my biscuit tin is a Hermione memento bought by my daughter whilst on holiday in Southern Brittany France last year!



Well that's about it for this newsletter, I hope you have enjoyed reading it and thanks again to Tony for his article. If there are any members who wish to contribute an article then please put pen to paper or start bashing the keyboard. I am sure some of our more mature members have a wealth of knowledge on the early days of RC boating which would be of interest to the wider club.

The next newsletter will be in the autumn by which time I am confident that we would have enjoyed yet another superb summer with long hot lazy days and excellent model boating weather.

In keeping with the tradition started by Alan there are 2645 words of wisdom in this newsletter!

PS 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 this version in full colour I will as usual place a copy on our BMBC website.