



# **BASINGSTOKE MODEL BOAT CLUB**

## **Newsletter**

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## **March 2021**

### **Covid-19 impact**

With the roll out of the vaccination programme, or as my grandsons call it "Super-power jabs", having now reached over 50% of the adult population there is definitely light at the end of the tunnel and we can look forward to a return to something like normality.

In the Government's roadmap out of lockdown there are two dates which have a major influence on the restarting of club meetings at the lake:

29<sup>th</sup> March when the stay at home restriction is lifted and outdoor gatherings of up to 6 people will be allowed. From this date club meetings can resume with the proviso that members meet in groups of 6 each group distanced from each other.

17<sup>th</sup> May when up to 30 people can meet outdoors. Until the 17<sup>th</sup> May it is important that "social distancing" is maintained at which point limits will be

eased allowing people to decide on the appropriate level of risk for their circumstances.

As from the 21st June all limits and restrictions should come to an end and we will emerge blinking into the sunlit uplands of freedom! Lets' all hope for a summer of fine weather and many opportunities to meet up with fellow club members again and put the past months firmly behind us.

### **Car Parking charges at Eastrop Park.**

As part of the 2021/22 budget planning Basingstoke and Dean Council are intending to introduce parking charges at Eastrop car parks, possibly with tariffs aligned with town centre car parks from April 2021. This change is being publicised as a way of generating additional revenue to support the maintenance and future improvement of the Park. At the time of writing there is no indication of what the tariffs will be. This to say the least is an unfortunate turn of events and on behalf of BMBC I made representations to the Council's Green Space Coordinator and she will keep me informed of developments. However I feel that the days of free parking will shortly come to an end, but hopefully members will still want to enjoy the pleasure of model boating come what may.

### **Membership News**

Since the last newsletter and at the time of writing I have received notification that 2 of our members have passed away. Tony Cripps in Mid-December and Ray Love in early November 2020. Condolences from the club were sent to their respective families.

Total paid up club membership stands at 91.

### **Annual Membership fees Due for year 2021 / 2022**

The club funds are very healthy due to the increase in membership and the balance held in the bank increases on a year by year basis. Following discussions between myself and the Chairman we have decided that the membership fees for 2021/2022 will be reduced from £10.00 to **£8.00** for **seniors** and from £5.00 to **£3.00** for **junior members** aged between 8 and 14. There will be no reduction in benefits offered, Public Liability Insurance, quarterly newsletters and the web site will be maintained. We hope you agree that this is excellent news, especially seen against the announcement on parking charges above, not much goes down in price nowadays and represents outstanding value for money.

In addition to reducing the membership fees, you would have found the BMBC branded lapel badge and lanyard sent out with this newsletter. A total of 150 of each were purchased from club funds to present to existing members with the remainder being held in stock for future new members. Both Chris and I hope that you will wear the badges and use the lanyards on your RC transmitter.

The Club year runs from the **1st April to 31st March** and the annual membership fees for the 2021-2022 year are now due, so please can I have your membership money at the earliest opportunity.

You can pay your membership (**£8.00Seniors/£3.00Juniors**) in the following ways:-

- By using online bank transfer to the club's account. Sort Code, 40-09-18, Account number, 11390724, Account Name, Basingstoke & District Model Boat Club. Please use your initial and surname as the reference so I am aware who has paid. Where possible I urge members to use this facility in preference to cash or cheque.
- By cheque made payable to **Basingstoke Model Boat Club**, or cash either handed to me or sent to the following address:-

**Andy Clark**  
**25 Coniston Road**  
**Kempshott**  
**Basingstoke**  
**Hants**  
**RG22 5HT**

- Hand your fees to our Chairman, Chris Cole at the lake side by putting it in an envelope with your name on the outside and he will pass it to me.

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)

### **2020 / 2021 Accounts**

As it is near the end of the Club's financial year, I have to make you all aware of our financial position and how your money is spent. Below you will find a simplified version of the Club Account for this past year 2020/2021. If anyone wants to see the actual accounts, receipts, etc. please let me know and I will bring them to the pond for you to view and inspect.

A few facts from the accounts for the financial year 2020 / 2021:-

1. Membership total was 91 made up from 90 seniors and 1 junior.
2. Membership fees collected £915.00 during 2020/2021 year – (90 senior, one member also paid for next year, plus 1 junior fee).
3. Postage costs for the year £175.50
4. Newsletter printing costs £171.10
5. Sale of Donated boats £50.00 cash to local RNLI branch secretary

6. Club and members PI Insurance has been renewed for the same level of cover and cost of £68.80 which is a zero percentage increase over last year's premium.
7. We will carry forward a sum of £1483.25 to next year's account plus the donation below. The last four items in expenditure column have yet to be debited from bank account.
8. Apart from membership income we still hold a donation of £1500 from 2018/2019 year.

Item	Income	Expenditure
Monies at Bank carried forward	£3,534.48	
Total Income	£965.00	
Total Income	£4,499.48	
Website Fee (One Com)		£49.72
Printer cartridge for correspondence		£21.83
June Newsletter Printing Cost (90 Copies @ A4)		£55.00
100 2nd Class Stamps @65p		£65.00
1000 A5 Envelopes		£26.86
Donation to RNLI from sale of boats		£50.00
Ream printer paper		£4.50
Avery Address Labels		£16.47
100 2nd Class Stamps @65p		£65.00
Sept Newsletter Printing Cost (90 Copies)		£60.30
70 2nd class stamps @65p		£45.50
Dec Newsletter Printing Cost (90 Copies)		£55.80
Badges and Lanyards		£355.23
March Newsletter Printing Cost (90 Copies)		£63.00
100 2nd Class Stamps @66p		£66.00
PI Insurance		£68.80
		£1,069.01
Donation November 2018	£1,500.00	
Cheques to be presented to Bank	£0.00	
Cash paid/to be paid into Bank	£0.00	
Current Monies at Bank 15th March 2021	£3,534.48	
Total	£3,534.48	
<b>operating balance excluding donation</b>	<b>£2,034.48</b>	

### Visit by Vintage Model Yacht Group

We will be hosting another visit by this group and their free-sailing yachts to the lake on the 25<sup>th</sup> July. Last year's event was well attended and a good time was had by all. Hopefully we will have both good weather and attendance for their visit.

*Reg Rees has kindly provided an update on the build of his latest project.*

### **Reg's boats. Fleetfoot**

Hopefully by the time you read this, most of us will have rolled up our sleeves and had our jabs and 2021 will be looking a little more positive than last year.

Like millions of other people our family life has changed dramatically over the last few months, but I consider myself fortunate to have had the Fleetfoot build to fall back on during the lockdowns to keep my mind ticking over. Progress continues to be slow even with all the extra time available to me as my motivation has fluctuated in line with the up and down media coverage of the Pandemic. Progress however has been made hence this update, and unlike the first one photos have been included due to the successful conclusion of extensive negotiations with senior management over the purchase of a new laptop.

Having planked the hull my attention now turned to the deck. The wood used for the planking was 9mm wide x 2.5mm thick Mahogany with a 22mm wide king plank. For the caulking I used wood strip kindly given to me some time ago by Keith Barnes.

As stated in the first update, I wanted to plank the engine hatch separate to the deck as I wasn't keen on the idea of planking over the hatch framework and then razor sawing it out in situ as suggested on the plan. The plan also suggests that the deck section at the stern of the model is fixed into position. Again I wandered off plan as I wanted clear easy access to the rudder and servo, so I made up a removable framework.

The first job with the deck was to cut out and glue the 2.5 mm thick covering boards which go around the edge of the deck. When positioning these, I had to make sure that the inner edge of the board running past the engine hatch allowed for the deck planks to finish with a full width plank at the hatch side.



Photo 1.

After gluing the covering boards in place, I put in Lime strips to help support the join where the deck planks meet the covering boards towards the bow, rather than relying on just edge to edge gluing.



Photo 2.

Because I was planking the engine hatch separately, I needed to ensure that each plank on the engine hatch matched up to its corresponding plank in front and behind the hatch so it looked like one continuous plank from the same length of wood. To do this I cut each length of wood used for each plank into three lengths covering the bow, the hatch itself and the short mid- deck section behind the hatch. These were labelled as they were cut and the grain direction marked. I then planked the bow and mid- section of the deck complete with labels working towards the centre line up to the King plank position. Once these sections were completed the hatch was then planked with the remaining corresponding lengths. This method seems to have worked well with the planks to my eyes all matching up ok. I then planked the removable stern framework, once again working towards the centre line. The King plank was then cut out slightly oversize and carefully sanded down to fit tightly within the gap left at the centre line of each deck section.

As with some of my previous models, I made up some small wooden 'clamps' to secure the deck planks in place whilst gluing because I didn't want to use nails. I'm not sure if this will be helpful to fellow members but here are the details:-

The bottom bit is made from material the same thickness as the planks to be fixed. (In this instance I used pieces of 2.5mm thick Mahogany approximately 25 x 12 mm in size). I then glued a piece of 2mm ply on top but slightly wider so it over hangs the base wood on one side by 3 or 4 mm depending upon the plank width, and flush on the other side, with a centre line drawn across the narrow section and a small hole for a nail drilled in the centre of the line.



When pressed against the plank to be glued, the bottom edge of the clamp does the pushing without damaging the plank, whilst the ply overhang holds it down. I find the centre line helpful to line things up, e.g. with a bulkhead, ensuring the nail goes where you want it to. Once nailed in place I find they do a great job in holding a plank firmly in place until the glue sets. I use the flush side when downward pressure isn't needed.



Photo 3



Photo 4

Now that the deck planking was finished I gave the model a good sand down to help level out any lumps and bumps.



Photo 5

A few weeks or so later having put the model to one side, I noticed that there was some slight plank separation on the deck. Normally when I plank a deck I put a sub deck underneath to help hold everything together, but in this instance I planked straight over the bulkheads given the decent thickness of the wood used. On reflection I should have sealed the wood after planking but obviously had a senior moment and didn't. To help stop further wood movement I gave the deck three coats of varnish which seems to have done the trick.

My next job was to put on a rubbing strake just below deck level. I initially fiddled around with fixing half round Aluminium tubing as per the plan but it did not give me the look I wanted. I also dabbled with the idea of using square brass section. A sample of this looked lovely with the Mahogany but it needed to be thin. Somewhere around 1.5 mm looked best to my eyes but I wasn't sure how smooth it would look once fixed over a long length nailed on. Going thicker presented weight and bendability issues. Anyway to cut a long story short, I finally ended up going back to basics and using Mahogany strip, and I must say although hesitant I was pleasantly surprised with the finished result.

I then started work on the cockpit sides and front cowl. The plan recommends that this be made up as one unit and then adjusted to fit the model. True to form I ignored that and fitted the various parts separately. Firstly I fitted the front cowl. Because it wasn't restricted by the sides I found it fairly easy to obtain a clean fit between where



the angled front of the Cowl and the vertical deck edge meet. I then screwed it into position as well as gluing it to better protect it from any future clumsiness on my part.

The sides were then wedged in and nailed in position. The sides however only go down into the cockpit area by a few mm, and so even when fixed didn't seem to be that secure from sideways pressure. The plan shows that beneath the cockpit sides the cockpit itself is lined with planks which butt up to the cockpit sides. I thought about doing it this way as I assume this reflects the full sized boat, but after looking at similar vintage boats on the internet changed my mind and used Mahogany sheet instead. I extended this a few mm over the cockpit sides rather than butt join which both gives a nice finish and also helps to support the sides.

The cockpit floor was the next job. The plan allows for the cockpit floor, seats etc. to be disassembled for access underneath via discretely placed screws with only the rear seat instantly removable. Having thought about it, I decided to make the complete cockpit floor more easily removable for access at the pond side without the need to undo screws. I therefore made a framework for the floor in two parts, the idea being that I can easily remove either or both parts with their respective seats at the pond side depending upon how much access I want. The two parts (frames) were bolted together and shaped as one before separating. I then planked each frame as per the plan with traverse Mahogany planks bevelled along their length.

Well that's as far as I've got. The next job will be to make and fit the seats, dashboard, steering wheel etc. I will most probably fit a fine Chine rail to help keep water out of the cockpit because if its anything like my old Mahogany runabout the water gets everywhere. After that I will look at making the cutwater and fittings before the long job of varnishing and painting.

In conclusion I hope you and your families remain safe and well, and look forward to seeing you at the pond side in the near future.

Best Wishes, Reg.

#### **HansaJolle Article #4 Andy Clark**

At the end of the last article the deck and mast mount had been fitted. The next mile stone was the fitting of the 1.5kg of lead shot ballast. This was achieved by use of the internal floatation tank, aka the bath. Bath was filled so that the boat floated and lead shot was poured into the spaces between the keel plates and inside the short keel box. With the shot evened out so the boat floated both level and upright, the shot was fixed in place by a covering of resin and hardener mixture. This was carried out in the garden to ensure adequate ventilation!



After the fitting the deck rails next came the fitting of the mast, boom, kicking strap, rigging, deck cleats and fittings. The mast had to be tapered from 12mm diameter at the foot to 8mm at the top and various fixing screw rings fitted at appropriate positions. Prior to installing the mast and rigging the RC components were fitted in their final position and the cockpit floor glued in place.



With the mast and boom in place the sails were bent on by the use of small clips for the foresail and thread lashings for the mainsail. Halyards for both sails were fitted and tensioned via the cleats at the base of the mast.



Mainsail and foresail sheets were fitted, the sheet for the mainsail runs from its servo through a screw ring in the cockpit floor and up to the boom screw ring. The foresail sheet, controlled by a separate servo, has its centre point fixed to the sail and is routed through the sides of the cabin. The sheet only comes taught when the sail is at "fully out". In order to control the sheet the spring for channel 4 on my transmitter was removed otherwise the servo would self-centre.



Then after fitting various small details, all of a sudden the build was complete and its maiden voyage awaited. After a few days I snuck down to the lake and in light wind conditions the boat performed very well. It takes a while to get used to having a

separate foresail control but as they say practise makes perfect. I have sailed the boat a number of times now and it is definitely a boat for light winds.

*Ian Holloway has kindly provided the following article on his experiences with 3D printing*

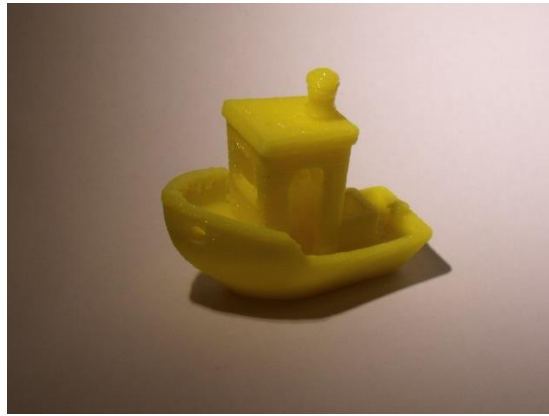
### **“Clouds and Silver Linings”**

It is perhaps difficult to find positives in the current unprecedented times. As a result of COVID 19 Jacob and I have not been able to go out at all and been very much confined to home. Similarly, my work, which normally means UK travel, has been all from home.

Out of this has come a positive in that I have had much more time to do my hobbies. As an engineer I love to learn new techniques so for the last 6 months I have been on a journey of discovery about 3D printing. If you have not come across this before, it is the relatively new process of producing plastic objects using a 3-dimensional printing device. If you want to learn more, I recommend the book, “3D Printing for Dummies”.

The easiest way to start with this fascinating topic is to buy a ready-made 3D printer and do some reading around the subject. A word of warning at this stage, is that these devices can be expensive and learning how to get the best results is not for the faint hearted. However, if you are technically minded and have a working knowledge of computing you can learn fairly quickly.

I was lucky because my brother and father had purchased a DIY kit version of a 3D printer for just over £100 at an engineering show in 2018. They could not get it to work so their misfortune became my good luck. Initially I stripped the item down and rebuilt the kit. I watched quite a few tutorials on good old YouTube and followed the set-up advice carefully. The 3D community on the internet is getting bigger as the price of 3D printers comes down and I was able to get a number of fun things to try out. My first print, which happens to be a boat, is a popular small model about 6 cm long. It is used as a calibration test since it has quite a lot of intricate shapes and detail that really test out your equipment and its set-up.



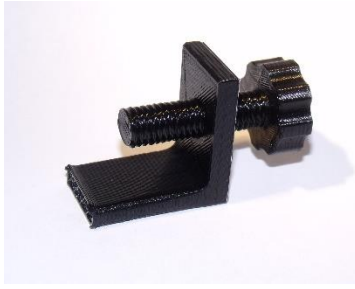
For my first print I was pleasantly surprised with the quality.

The real advantage of having a 3D printer is being able to design your own items so next I embarked on learning a computer design programme, to allow me to build up 3 dimensional objects. Many of the computer software you need is free so I choose the software that was easy to use but would give me the ability to design complex objects. Once you have your design you have to convert it into the instructions needed by the 3D printer. Once again, the computer programmes for this task are free to download. Effectively, this stage slices your model into layers. The first boat was made up of 250 layers with each plastic layer being 0.2 mm. My little boat is thus 5cm high.

As some of you know my real passion in model boat building is renovating and many of the boats that I bring to the pond started life as a box of bits or a severely damaged model. I spend a lot of my time fabricating replacement parts or trying to source replacement parts. With my new 'toy' I will be able to make replacement parts with the thought that, as long as I can draw the part in 3D I can now make the part in 3D.

To get this far I have self-learnt two new software tools, learnt a great deal about 3D printing around the world, in different industries using different materials, rekindled my early engineering career work in microprocessor control and programming, and now have a new hobby that can support my boat building and model-making hobby. I hope my story encourages others to have a go at something new.

Photos of Ian's other printing successes are shown over the page.



Threaded bracket



Arduino PCB case



Fighter aircraft – 8cm  
not cleaned up



Passenger Ship – 10cm long

### **Close**

That's it for this issue, my thanks to Ian and Reg for their contributions.

According to word count there are 3947 words in this edition and I hope you found at least some of them worthwhile.

I am always looking for and welcome contributions to newsletters so please feel free to send anything to me for inclusion in the next or future editions.

In the meantime keep following the Covid guidelines to be safe and well until we see you at the lake one sunny day.

Cheers

Andy

*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 it in full colour I will as usual place a copy on our BMBC website.*