

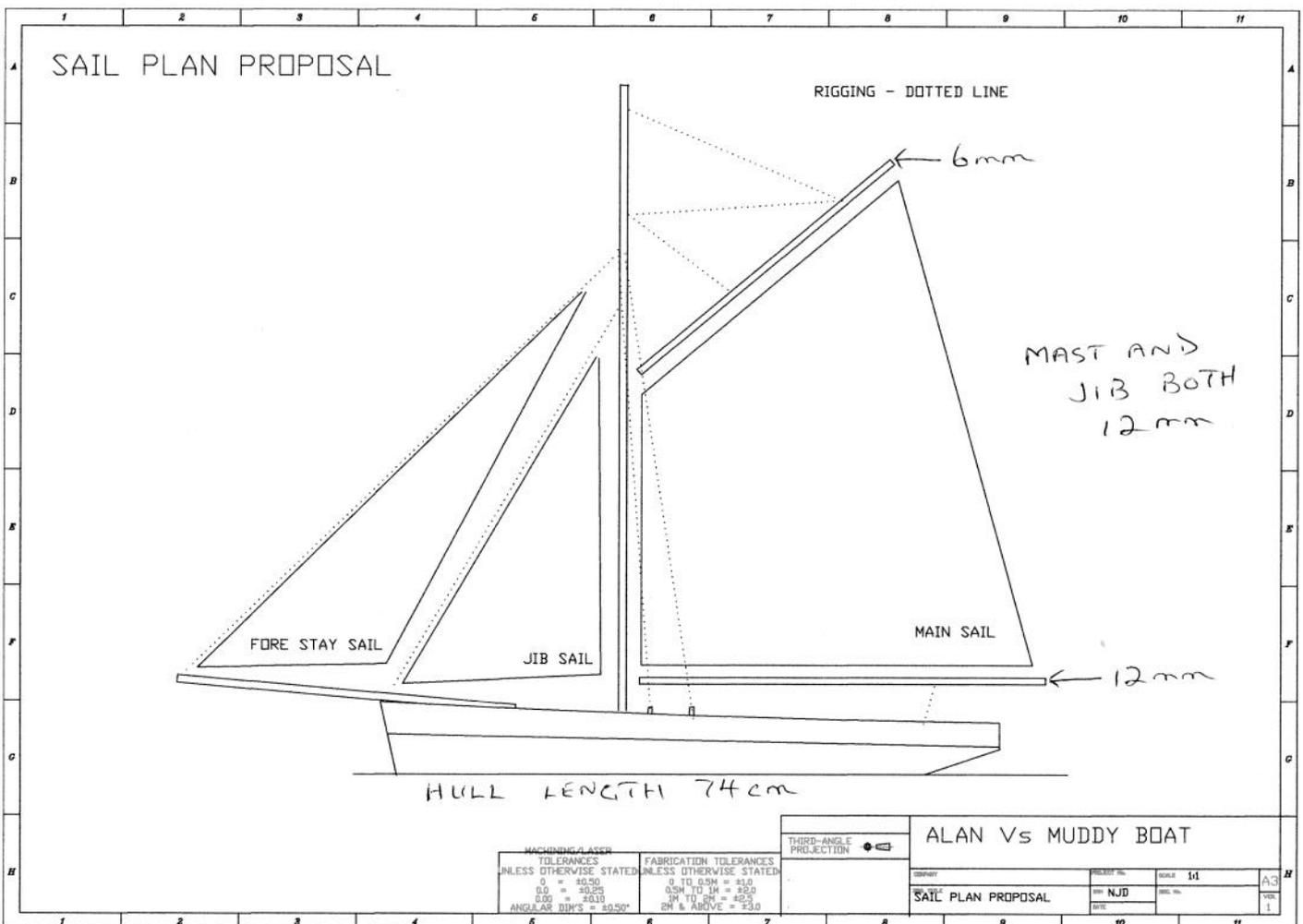
# DROITWICH SPA MODEL BOAT CLUB CREW'S NEWS

## AUTUMN 2019

Well, here we go again, summer is over and all we have to look forward to now is the cold, rain and freezing fingers at poolside. Mind you, Christmas is just around the corner and I'm sure the begging letters to Santa have started to be drafted out.

It's been a productive year for some, new boats have been seen at poolside and I reckon there are many more tucked away in workshops and sheds, either ready to be started or on the drawing board. Don't forget to take pictures of your builds and add a few words, because at the end of the day, most of the members are nose y buggers and want to know what you are up to.

At present I am building "Rosa", an Essex Smack, the hull was made by Brian Waters, but he lost interest and kindly gave me the chance of finishing it off, as he said "I'm not really a lolly pop sticks and hankie fan"





After a lot of pondering and a bit of research, I took the bull by the horns and telephoned my expert in Wales (Nige Dale) who knows all things regarding sailing ancient models. He informed me that the plans were for a racing smack and the designs would mean it would be over sailed, because the boat has a motor fitted, a smaller sail set would suit it better.

He has since spent an age designing and drawing out the sails and rigging I require, what a star, a parcel arrived from him containing all the required information, a wooden lift and boom, pintails, plans and nine sections of instructions. Impressed, you bet I am.

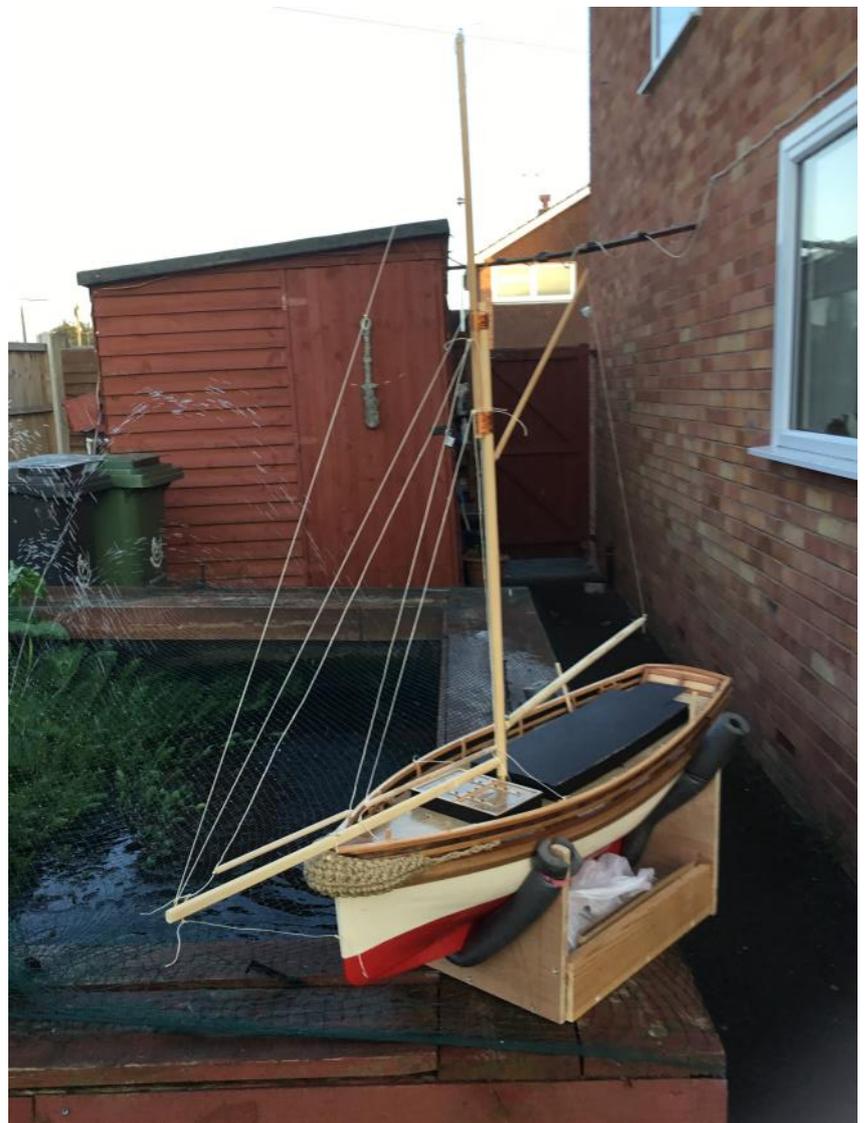
So, I'm attempting the wooden and stringy bits, Pat has cut out the sails and is present sewing and doing the hems .... Whatever that is. .... Sail materials is Egyptian cotton, kindly donated by Jenny Blackall .... Making two sets, one in white and one using Dylon for a tan colour.

Look out for her on the pool.

The sail plan that came with the boat, showed the sails for a racing boat, but having discussed the matter with Brian and our West Wales Correspondent, Nige Dale, down in Pembrokeshire, a smaller sail plan was devised, This will be my first attempt with the sewing machine and we will have to see what happens'



**“Rosa”**



*Alan*

## Presentation to U3A Bromyard

Last year I was contacted by the University of the Third Age, commonly referred to as the U3A in Bromyard. I was asked if I would give a short talk on the hobby of model boats and model boating.

The date was agreed and so on June 4<sup>th</sup> 'Kermit' was filled with some of my boats as the display of practical examples is always appreciated. The venue was the Bromyard Public Hall and with the assistance of Esther, my daughter, the boats were set out and the laptop connected to a projector. The talk was given using an updated PowerPoint presentation that I used some years ago when visiting the Hereford Model Engineering Society and the Malvern Antique Tractor collectors group.

By reference to the models on display a description of the different methods of construction was explained. There was not too much technical stuff but a brief reference made to modern radio control equipment and its durability. I spoke mainly about why and how I had become involved in the hobby.

About thirty people attended and all seemed interested to hear about the hobby. By that I mean I did not actually see anybody fall asleep and I did not hear any snoring.

From the questions asked after the meeting there were a few who had previously been model plane builders and one gentleman had been in the merchant navy. The lady who chaired the meeting had once lived on a Thames Barge and was very interested in it.

She also surprised me at the end of the meeting when she asked how much I charged for the talk. She seemed a bit taken aback when I said it was free. Perhaps I should have said what's the going rate but it never crossed my mind that anybody would want to pay me to talk.

Graham Povey



Setting up in the Bromyard Public Hall.

**Grayham Povey**

## Lake side DSMBC and Junior Triathlon

As members are aware the club was notified on June 14<sup>th</sup> that there was a TRiKS Junior triathlon at Lakeside when we were booked to sail there on the 16<sup>th</sup>. As it was a bit late to notify the members of a cancellation it was decided to go there anyway. It turned out to be the right decision. Lakeside had organised things with us in mind and access in and out of the normal gate was not a problem. The map supplied showed the running course going around the lakes we use but the only change was that we had to park a little farther away from the normal parking area. A gap was left in the fencing and as the runners were well spaced out there were no delays crossing the course and accessing the normal launching point. As usual those stalwart members who did attend enjoyed another friendly Sunday morning gathering. I think if other events that coincide with our visits to Lakeside do happen and they are organised in this way there will not be problems in us attending.

**Graham Povey**

## Jotika Visit 2019

First my apologies that this report only covers half of the tour as I had to leave early for family reasons. I hope if we are invited to visit again I will be able to complete the tour.

So a big 'Thank you' to John, Kath and Richard for inviting the club members to visit their manufacturing facility on June 15<sup>th</sup> at 10.30. Ten members were treated to refreshments while viewing a brand new kit they are about to launch and which embodies many of the new technologies they employ in the manufacturing process and which we were about to see.

For safety reasons the ten members were split into two groups and I joined John's. John showed us a machine capable of taking a sheet of wood and cutting it into individual planks in one pass.

We then had a demonstration of the biggest band saw I have ever seen. This huge saw can take a 'log' and once set up cut it into planks down to 2mm thickness. The teeth on this machine are seriously big and the pitch is about 50mm. The blade seems to move relatively slowly but despite this the finish is surprisingly good. Next we saw the process of CNC milling the wooden sheets to produce parts for various kits. John then demonstrated the process of centrifugal casting the white metal parts and we finished in the vacuum forming area. Time had flown by, it was already midday and at this point I had to leave.

Richard's part of the tour included the bar fed CNC lathe/machining centre that can produce many complicated brass parts and the 3d printing. This later process can in many instances produce very detailed parts at economical costs.

Jotika continues to impress with its commitment to investing in all aspects of model making and in particular its commitment to quality at a level competitors find hard to match.

**Graham Povey.**

# BOB COLLINS ....

## THE MAN WITH THE PERMANENT SMILE



“Happy” .... One person you never see unhappy at poolside

Well, it worked at home last night .....  
Mmmmmmm ..... battery is charged  
..... so what could it be?



Ahhhhh .... Switch it on ..... all works fine now



Poolside repairs completed

Come here you little  
devil ....  
Mick concentrating  
hard



Bob Brookes hoping to claim  
salvage on his own boat



## PHEONIX POND YACHT



The picture show it was when I received it. Covered in years of grime and painted in thick green and white house hold paint.

I believe it is a

1920's 10rater. The hull is plank-on-frame using hundred of Copper nails with a 1/4" plywood deck lined with Indian Ink to show the plank line's. All line's were removed in cleaning. The hull was destined to sail in pools with a weed problem (weed problem is not new) even the rudder shaft is set in a round reset so there is no gap for weed to get court in.

Hull length is 50". Beam of 9 1/2 " and was Brain geared steered.

First job was to clean off the grime and paint? Hoping the wood under was in good condition it was. Who ever built it must have been a great wood worker as all the planks butted up nice and tight with no gaps. After three weeks and 5lts of paint stripper the hull was striped bare wood.

clean down to





After all the cleaning the rebuild start's by a good sanding then a coat of Poll-C. After that the hull was covered with a fine glass fibre mat then given 5 coats of Polly-C. then as the pic's show 3 coats of gray primer.

Once that was done it was time to start on the deck. First a hole was cut so as to be able to fit radio gear. Deck was planked with Mahogany planks with white string in-between.

Then given a coat of varnish. After a light sanding it was given 6 coats of varnish. That was the deck done. Then back to painting the hull. Above the water line 2 rattle cans of Vauxhall Velvet Green. Below 3 cans of Ford Radiant Red. Then putting on the gold strips it was sprayed with 3 coats of clear lacquer. After 2 weeks rest to give the paint time to harden it was time do the fitting of the radio gear





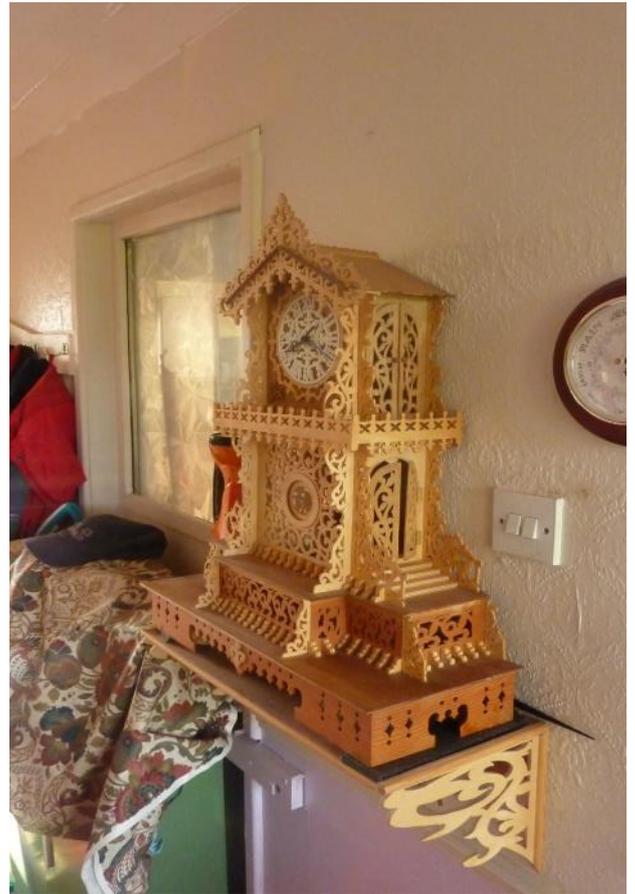
After fitting and testing the radio gear time to fit my home made sails using the original mast and fittings. Then the nerry bit first time in the water at County Hall! Ok, to breath again it sailed very well and no water inside. A very relaxing boat to sail. Next sail :Lakeside which is more the size of pool it was designed for. Photos of boat on the water by Brian Water's.





## SO WHAT ELSE DOES OUR CHAIRMAN GET UP TO IN HIS SPARE TIME

Well, some time ago he purchased a scroll saw and this was his first attempt at using it.



Then they put up his electricity bill, so he built a wind farm



**Mike's Mutterings: mid 2019**  
**AKA "the trials of a scratch builder"**  
**Viking Poseidon (VP)**



Since the sun began to shine there have been a large number of distractions and progress has been minimal.

Back in March we had the builders in to re-furbish the swimming pool, well that's what everyone else calls it, I think of it more as a test pool. That took up 3-months of my time. As most of you know at the end of this as we were tidying up Jacky slipped into the cover pit and badly fractured her heel. There have been months of recovery but she is now walking without any crutches etc, but I spent much my time looking after her.

There were also plenty of other jobs on my to-do list but they got whittled away and finally in August I had burst of boat building activity, but this time on another boat altogether.

There were also plenty of other jobs on my to-do list but they got whittled away and finally in August I had burst of boat building activity, but this time on another boat altogether.



I've had this yacht at least 8-years and it's never sailed properly so just collected dust for all that time. It came very close to being put on the bonfire this year but I gave it one last shot as I still liked its lines. Jacky is highly competent on a sewing machine and made a set new sails for me from rip-stop nylon (from 'Oh Sew Crafty' near Stourport) with something called petersham as stiffener for the sail edges and the batons. I cast a new and much heavier keel weight, moved the mast back a couple of inches and most importantly put a decent sized rudder in. She now sails beautifully.

So back to VP. I took my courage in both hands (hoping I'd thought of everything) and finally, permanently installed all the bulkheads, both prop shafts, couplings, rudder servo and linkages, the main motors and the bow and stern thrusters. There are therefore 4-separate speed controllers and 3-12V batteries which act as much of the ballast which were all wired up. A couple of wires had to be reversed to get the props to turn in the correct direction but it generally it all went very smoothly.

VP was then put through its first sea trails which went pretty well, just as well I have a test pool eh? Just a small amount of water leaked in around the stern thruster but that was soon sealed, and there was much programming of the TX to limit the thruster revs.



With all the electrics now installed I could finally get around to fitting out the aft deck structures. I used my preferred technique of building the structure in ply and then skinning it in plasticard



I worked out that I need at least 12 metres of brass rod for all the hand rails. I originally located this on E-bay, 15 metres for £24, sold by Hobbies of Dereham. I then went onto their own website and the price was now down to £17. However Big Trev and Tubby had given me a contact in Worcs for G. W. Metals 01905 612342, who quoted just £12.

Jacky offered to pick it up as she was in Worcs but had a devil of a job finding it, a tiny little unit off Newtown Road with absolutely no signage, fortunately a guy outside guided her to them 'round the back and up some stairs'. Very useful but good luck finding them if you ever need their services! Oh yes and cash only, they haven't bought into technology.

That's all this time,

*Cheers Mike*

## Trains is the rain Bromsgrove Model Engineers



"On August 28th DSMBC members visited Bromsgrove Model Engineers for a second time this year. Unfortunately the weather was terrible, grey and wet, but those attending were not deterred and a big thank you is extended to Bromsgrove club for turning up and putting such a good show. The Chairman Peter Maybury official named the 'Sweet Pea' engine that was running as the 'Phillip Lamb'. Phil had originally built the engine and on his passing it was acquired by John Pagett. John had made a wonderful job of refurbishing it and he gave us all the pleasure of several rides around the wonderful track. Once again many thanks to The Bromsgrove club for a very enjoyable time and for keeping us supplied with warming tea and biscuits".







**“PHIL LAMB”**



Roger Atkins smiling because he was the only one with a dry front of coat because he sheltered behind our Secretary on every trip.

# PROGRESS CONTINUES ON THE VIKING KNARR

## BY NIGE DALE



## Frameworks, & Deck

Having a basic idea of what I wanted to achieve when I started this boat, it appears that somewhere along the line, the vessel shape has deviated from the initial concept. That is, with a wider beam/ waist than I hope for (then again, my own waist is a little more than what I would like). So I stopped the build, to review books and data I have gathered, to offer some guidance to my intent.

Although the information from the Roskilde Viking Museum is excellent, what I am building is not quite to the form they have as an example of a Knarr. This slight deviance is not a worry or a concern, but to make the vessel a more generic style, I had to do some more digging.

Books by, McGrail, and by Bjorn Landstrom, are excellent, and the message of that there is no definitive form to ancient vessels, but the style, or essence is more appropriate, which allows me to get on with it, so that is what I am going to do.

Building the hull deeper in draught than the "originals" will offer me the room to put ballast, and add the stability required to sail the boat with a large square sail. So the first job was to put in some deck bearers that would most probably not be there.

Putting the deck bearers in was an interesting job which took time to get nearly right, and at the same time, I put some rib parts in. I drilled holes in the rib parts as I am going to insert Hard-board pins (cut down) to replicate rivets/ clench nails.



The above shows the deck bearers and ribs installed. The next job was to put in the timbers that would help support the lower/ cargo deck and offer some support for the mast.



Further rib timbers need to be added, along with timbers that run across the beam, these I made from Oak as was the other timbers, and added to the hull. These timbers will also form the fore and after deck levels.



Easing into some quick fix parts of the boat, it helps to bring it along a bit. I will have to form a mast and try out a sail plan to see if the sail servo will actually do what I want it to when it is fitted. So the next jobs are, a mast, sail trial, and



the bits that go with that exercise. So back to making saw dust.

## **Sail Trials.**

I made the sail pattern as to the ratios indicated by various reference documents, including the Birlinn as draw my Colin Mudie. The result of the trials was, what I first thought may work; didn't, neither did the second, so the third was a rationalization which looks as though it might just do the job.

Whilst messing with the sail size, came the realisation that the mast height was more akin with present day sizes where the mast is longer than the hull length. So I cut the mast down in size, which made the third attempt at the sail area look more realistic.

So with the kite and the stick (sail & mast) accepted as a probability, I started to put the sail servo location together, for the intended installation of a sail arm servo. I determined the travel distances of the sail clews, and then worked out the multipliers for the arm that would give me the travel required. It turned out to be a cats cradle. To add to the problem of the clew control, keeping the sail square shape, also became impossible with the loose footed sail.

Missing out the failures that occurred, the final control is (until proven otherwise) is a pair of sail winches for the clews, operating a wind and unwind function that turns the sail to where it may be needed. To remove the problem of the sail foot being loose and having little control, I introduced a yard to the foot of the sail. This may make some purist balk a bit but the Norse did use a pole called a "Beitass" a long pole which was set up to keep the sail's forward leech stretched when sailing close to the wind.

Another problem with controlling the square sail with a central lift to the sail yard was the yard swings very easily, to limit this I introduced what would be "lifts" as on a square rigged mast, this limited the swing. I also need a parrel so the final fitment will have some form of parrel on the yard.

As for the sail itself, I found in a charity shop, some pillow cases similar in colour to the hue of the sails I have made by Nylet, which were made for some of my other boats. Not looking for colour co-ordination, just that I like the colour.

## **Returning to Frameworks & Decking.**

It was good to get the sail control out of the way (for now) and return to making saw dust with a purpose.

The Norse trading vessels had most probably a well type deck for the cargo, which would allow for forward and after sections to be raised for working, steering, rowing etc. The fitment of these decks will hold the sail servos, and a void for any potential buoyancy aid. So the construction continues.



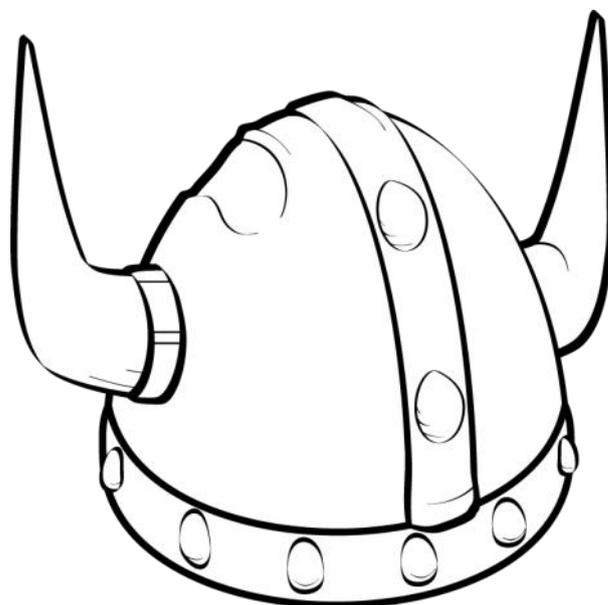
The above picture, shows the installation of balk heads to the cargo area, and the line at which the raised fore and after decks will be. Also within this picture is the mast foot, which in the prototypes would be on the keel, but this build is raised due to the extra depth needed for ballasting, and also made more of a socket for the mast support.



Putting in more beams, then fitting some deck panels brings the vessel along in its construction.

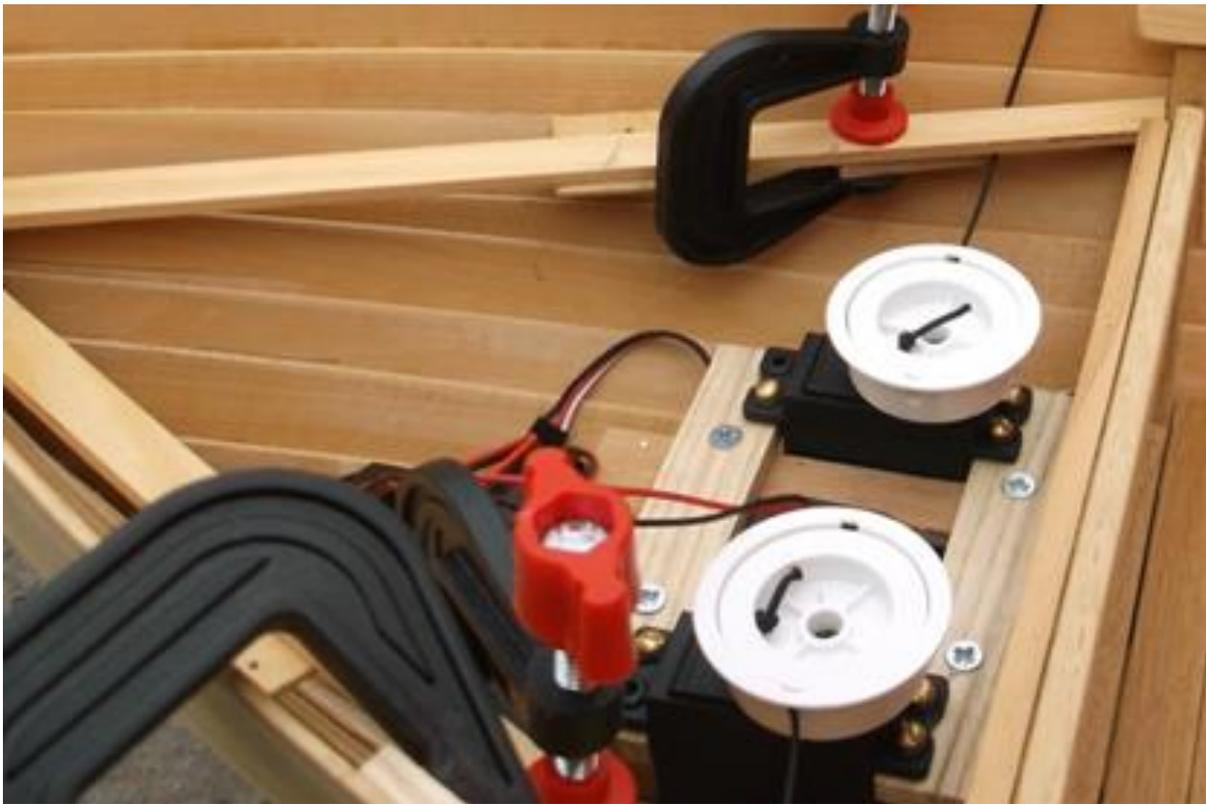


*Getting there.*



## Back to the Sails.

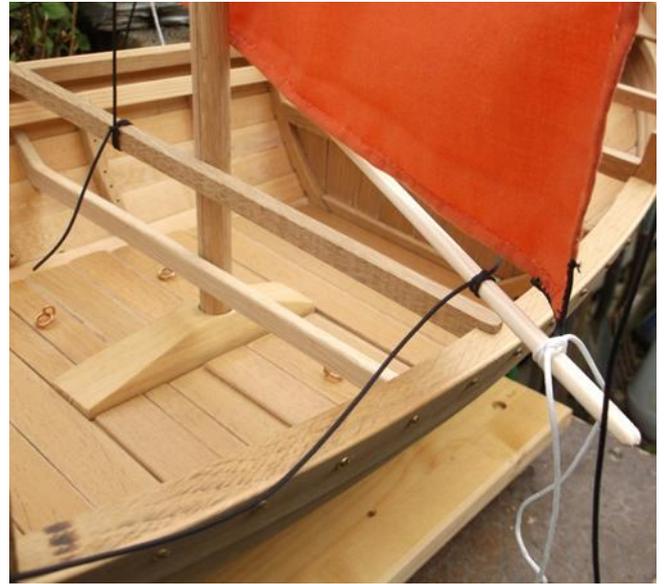
Having played with saw dust for a while, I needed to set up the sail control within the hull. So for verification I re did the trial that worked, just to confirm it would work again, or was a fluke the first time. So I fitted the sail winches.



Using small clamps to hold wood with eyes in to guide the clew lines, I set up the sail trial again.



The replication worked, so it is now Time to continue with the after decking and beams. However, before going too far, the rudder and control need to be addressed. The rudder servo control could be a problem in concealing, so what I am going to do is hide it under some deck clutter. Well that's the plan.



*Nige Dale*

*Another wonderful and interesting article by our Welsh Correspondent. I for one can't wait for the next instalment, seeing how the problems were fixed and hearing how the maiden sailing went.*

*Alan*

## Sailing material for sale

Your assistant editor, the one who puts all this together and pokes people with a big stick for produce articles for this newsletter has got his grubby little mitts on some glorious material for those of you wanting to make your own sails.

### **RIP STOP NYLON LIGHTWEIGHT PARACHUTE SILK**

In four colours, Black, Orange, Green and Grey

I will be bringing samples up to the pool soon, so if you are interested size are 5ft x 6ft, or if you have a large project in mind, it can be cut to length off the roll.

I am charging £1 for the cut items, 50p goes to club funds and 50p goes to Jotika for all the help they give us .... It will help pay for the tea, coffee and biscuits on our next club visit



# The pictures say it all A Titanic Moment



## Laser TT Burwain

This race is held on Burwain Reservoir (which is used to top up the water levels in the local canals). It is a stretch of water approx. 900m long and 350m wide, not far from Skipton in the Yorkshire Dales. The event was scheduled for Sunday 25<sup>th</sup> August. Unbeknown to me Chris had already booked a hotel, a Premier Inn in a small village called Gargrave. Not your typical Premier Inn as it was constructed of Yorkshire Stone by the side of a canal just on the outskirts of the village. (Last time we sailed at Burwain we travelled it in the day. It makes it a very long day with all the road works on the M5/M60).

We left home at lunch time on Saturday around 1-00pm and we arrived at the hotel at 4-50pm. Three and three quarter hours to do 150 miles ninety percent of which were on the motorways.

WE checked into the hotel and went for a walk along the canal as the weather was fantastic. As we rounded a bend we came face to face with a Heron sitting on a wall at the side of the canal.



Our evening meal was different this time, instead of eating at the hotel in a Brewers Fayre or Harvester we decided for a change to research local pubs and restaurants before we set off. We booked a table at a local pub called the Bull, the food was fantastic, it was so good that we booked another table for Sunday night after racing had finished. This was also a good idea as we left the Bull just after 7-00pm and arrived home just over two and a half hours later (Chris was driving). We missed all the traffic hold ups on the motorways.

Any way to the lake and racing. We arrived at the lake just after 9-00am and booked in at the club house. The water level in the lake was much higher this year which makes launching of the boats from the floating pontoon much easier. Although the club house and the balcony that we stand on to sail is still a good 10 feet above the water level (that's 3 metres to younger ones). The pontoon is accessed by a long ramp.



Distance ?  
323 m

+ Add Point

The fleet consisted of 15 boats, 7 from the Burwain club, 2 from Blackpool and Flyd, 2 from Fleetwood, 2 from clubs in Kent, 1 from West Lancs and me. Two of these skippers are the current British National Champion and previous World and European champions.

When racing commenced the wind was quite light and very shifty coming from the east.

The course was set as shown in the picture below



All buoys were left to Port sailing in an anti-clockwise direction. The first leg was a beat to windward, starting in the right position on the start line was very important to get the shortest route to the first mark. The next leg was a close reach on a starboard tack to the second mark. The next two legs varied from broad reach and runs depending on the wind shifts, rounding the last mark for a final beat to the finish line.

Everyone started the sailing using an A Rig sail (the largest sail) this held for the morning's seven races up to lunch time. I had the following positions 2-thirds, 1-fourth and fifth, 2- sixths and a DNF (maximum points 15+1). This was caused by being hit in the stern (painful) for which the offender did a penalty turn. Unfortunately it had caused the rudder control horn to jump on the servo splines causing the boat to keep turning to the left. It would sail straight but not turn to the right so I had to retire.



At lunch time Chris and I sat on the balcony eating sandwiches which we had brought from home, they were kept in a cool box with ice packs and we were surprised how cold the cans were after 24 hours.

After lunch the wind started to pick up and start to swing to the South East causing a few problems arranging the positions of the start line and the windward mark. For the first three races everyone stayed on the A rigs. I finished 5<sup>th</sup>, 4<sup>th</sup> and 7<sup>th</sup> for the next race which was the eleventh some changed sails to the B Rig, it was marginal, keep control in the gusts or risk nose diving out of control, I decided to stay with the A Rig, had a few scary moments (no I couldn't see my reflection in the lake) and finished 3rd. The next race was the last of the day (no race starts after 3-00pm), It was decided this would be a two lap race, the wind had picked up a bit more so I changed sail down to a B Rig. I made a really good start, at the end of the first tack I was in the lead (oh s\_\_t two laps to go). I was first to the windward mark by about 5yards (or metres) turned onto the Reach the acceleration was terrific and I extended my lead to approx. 20 yards. Then panic set in, can I keep this lead for the rest of the two laps. I decided to forget the other boats and just sail the boat best I could. This must have worked as I won the race by nearly 30 yards. Why can't I do this for the other races?

The boats were then de rigged and packed away, then into the club house for a drink, the results and presentations. For this Laser TT I finished in the worst position 4<sup>th</sup>, I missed a Prize of a bottle of wine by one place, not bad though.

Then there was a bit of a surprise, apart from the laser TT series there is a Northern and Southern District championship. Unbeknown to me having raced at Fairhaven, West Lancs., Fleetwood and Burwain, I had qualified for the Northern Area and had finished 7<sup>th</sup> out 40 skippers who had also qualified.

It was then back to the Bull pub for another great meal and a couple of pints. Then Chris drove home, greatly appreciated.

**Roger Atkins**

**Once again, another wonderful race report from our travelling sailor Roger, as Editor of this newsletter I really appreciate the effort put in by you guys in sending me reports of what you are up to and with who ... but's that's another matter entirely.**

**The X-rated edition is by special order only.**

***Alan***



## Two Basic Sailing Rules

These two basic rules help to avoid collisions as they define which boat has right of way.

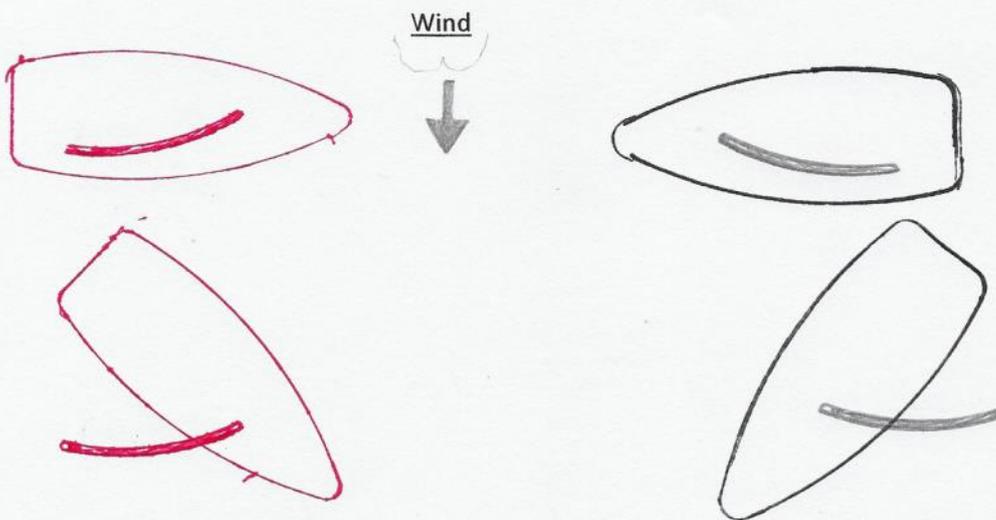
### Starboard Tack Rule

A yacht is either on a Port or Starboard Tack depending on which side of the boat the wind is coming over (this is the opposite side to which the main boom is on)

A boat on a Starboard tack with the wind coming over the right hand side of the boat has right of way over a boat on a Port Tack the keep clear boat.

### Port Tack Keep Clear Boat

### Starboard Tack Right of Way Boat



### Windward Boat Rule

If two boats are on the same Tack whether it be port or starboard, The boat to windward must keep clear. If you are the leeward boat and have boats between you and the direction the wind is coming from you have right of way

### Keep Clear Boat

Wind

### Keep Clear Boat



### Right Of Way Boat

### Right of Way Boat



# Yacht Racing at Lakeside

A new feature at Lakeside gatherings is Yacht Racing. Organised and led by sailing expert, Roger Atkins, a course was set out, with help from Connor from Lakeside and then members eagerly lined up for the very first attempts. Having a course caused much confusion and it had to be explained several times! The official starter gadget was hilarious and following the counting carefully nearly made most sailors miss the start!! However, the race was soon under way and everyone tried really hard to actually sail round the course!! I had always thought that sailing was a non contact sport but there were definitely some collisions!

Now, after several months, members are achieving almost a racing start!! And sailing skills are very much improved. Accidents still do happen- Graham P wrapped his yacht's keel round the restraining lead of one buoy, some people ended up in the reeds etc, but all the races were fiercely competitive and very entertaining. All members enjoyed the challenge and are grateful to Roger for his instruction and advice.

Here are race results. I can't guarantee that they are in the correct order over the various gatherings as I was laughing so much most of the time that I forgot to be sensible and date my score sheets!!

Andy Povey

## One

Race 1 1<sup>st</sup> Steve Workman 2<sup>nd</sup> Graham Povey 3<sup>rd</sup> Keith Facer

Race 2 1<sup>st</sup> Bob Moseley 2<sup>nd</sup> Steve W 3<sup>rd</sup> Jim Cook

Race 3 1<sup>st</sup> Graham P 2<sup>nd</sup> Jim 3<sup>rd</sup> Bob M

## Two

Race 1 1<sup>st</sup> Tony Gardener 2<sup>nd</sup> Jim C 3<sup>rd</sup> Steve W

Race 2 1<sup>st</sup> Alan Evans 2<sup>nd</sup> Tony G 3<sup>rd</sup> Jim C

Race 3 1<sup>st</sup> Tony G 2<sup>nd</sup> Trevor Coveney 3<sup>rd</sup> Bob M

Race 4 1<sup>st</sup> Steve W 2<sup>nd</sup> Graham P 3<sup>rd</sup> Keith Facer

## Three

Race 1 1<sup>st</sup> Jim C 2<sup>nd</sup> Pete Thornton 3<sup>rd</sup> Steve W

Race 2 1<sup>st</sup> Pete T 2<sup>nd</sup> Steve W 3<sup>rd</sup> Jim Cook

Race 3 1<sup>st</sup> Jim C 2<sup>nd</sup> Steve W 3<sup>rd</sup> Tony G

Race 4 1<sup>st</sup> Jim 2<sup>nd</sup> Keith F 3<sup>rd</sup> Ros Facer

## Four

Race 1 1<sup>st</sup> Graham P 2<sup>nd</sup> Jed

Race 2 1<sup>st</sup> Pete T 2<sup>nd</sup> Graham P 3<sup>rd</sup> Andy Pickering

Race 3 1<sup>st</sup> Andy P 2<sup>nd</sup> Graham P 3<sup>rd</sup> Pete T

## Five

Race 1 1<sup>st</sup> Steve W 2<sup>nd</sup> Pete T 3<sup>rd</sup> Roger

Race 2 1<sup>st</sup> Steve W 2<sup>nd</sup> Graham P 3<sup>rd</sup> Trevor C

Race 3 1<sup>st</sup> Steve W 2<sup>nd</sup> Graham P 3<sup>rd</sup> Trevor

Race 4 1<sup>st</sup> Pete T 2<sup>nd</sup> Steve W 3<sup>rd</sup> Trevor C

Well done to everyone who took part in all these events Sorry I didn't have room to give full results -which would have shown that everyone had learnt a lot and improved their results over the weeks.





# NEWSFLASH

## 1/6th scale Mirror Dinghy

Another project hits the building board of Alan Gregory. Starting this evening I am beginning to make the latest kit from our friends from Jotika. Yesterday picked up a 1/6th Mirror Dinghy, which I hope to build and produce a building document and instructions for the company.

It is built on the same principles as a full size boat, so the hull is started by lacing the hull together with copper wire. I intend to bring the kit along to Lakeside this Sunday for member to check it out. Perhaps it will be the start of a new racing class for the club ... watch this space.

