

Hobbies Week Unity Farm Brean 2018

From the pen of Roger Atkins

This year was mine and Chris's fourth visit to this event. The first time Chris and I went we were part of a group of seventeen from DSMBC, this year we were the only two (was it something I said).

Chris and I travelled down on Thursday the 30th August and stayed one night at the Caravan site in Hurn Lane to avoid Friday traffic, moving round to the Unity site the next day.

When we arrived we were given our Hobbies week welcome pack with the weeks itinerary in it at the bottom of the last page was a note in red, this would be the last time they would be hosting the event. The last one since starting in Brean in 1978.



The sailing and boating side was organised by Barrie and Jackie Stevens of Marine Modelling International fame. Saturday morning arrived warm and sunny Mistie (our youngest Sheltie puppy) got me out at 06-30 for her usual (No sense of time), Sailing started at 10-00am except for me who had gone back to bed (that mattress in the caravan was so comfortable).

The lake on the Golf course was the best I have seen it, the water was deep only a few inches below the landing stage and very little weed. Racing had started when I got there with a mixture of Dragon Forces, Micro Magics, Fiestas, Star baby and a few others.

Before I started sailing Jackie asked me if I could help sort a Micros rigging out and called it "Twinkling" (tinkering) This term stuck for the week and a lot more twinkling of several other boats was carried out through the week including the complete re rigging of a Micro Magic.

The course was set with four buoys forming a long and narrow rectangle (approx. 80 x 15 yards) this makes for really good sailing because you see the boats and the sails. The start line was close to end and as long as you were in the vicinity of the line either side was ok, the only other rule used was try not to hit anyone else (Like that was going to happen).

After a few races I noticed a chap had been stood watching with interest, so I asked him if he would like a go. He said he would luv too, (It turned out he was a very good scale model builder). I set my Micro Magic up and gave him the transmitter after a few minutes explaining how it worked and walking with him for a couple of races he was off.

He was there again on Sunday and sailed one of Barrie's spare boats. A Star Baby (made of wood Tubby) and was also comparing my Dragon Force with Barrie's Affinity. Monday he drove to a model shop in Yeovil, bought a Dragon Force, Worked on it until midnight, brought it to the lake on Tuesday morning when I set it up for him and he raced for the rest of the week. We reckon this was a hobbies week record and a conversion to sail. (Yes!!). On Wednesday two other new Dragon Forces appeared at the lake.

One of the Fiesta sailors owned a model shop in the Midlands and used his contacts to get two new Dragon Force kits delivered to the reception at Unity. I set these up and they raced them for the remainder of the week. This made four boats all the same colour, I have the number 184 on my sails so mine was easy spot. We had a bit more fun when I asked Barrie if he wanted a go with my boat thinking he was sailing his Affinity, he wasn't he was sailing Jackie's Micro Magic called the Duck as it has a duck on the sail instead of a number. I gave it five minutes twinkling and finished second with it in the next race this was partly due to the new rule I gave everyone before the race started that ducks are part of the wild life and a protected species therefore they should not chase, hit or upset me (great rule it obviously worked well).

One of the Fiesta sailors was sailing his mums boat she was 93 years old and sat at the lake watching the races, in bits of free time she was sailing her boat without getting up after talking to her she was a very competitive racer and was not racing now as she couldn't walk the side of the lake or see all the course from her seat. I hope I can sail that well if I get to her age.

Another Fiesta was being sailed for the first time in nearly 30 years and was every bit as fast as the modern ABS boats. (Another half made of real wood Tony, fiberglass hull and wooden deck). It went to show just how good the old design was.

On Tuesday morning Rex Turned up at the lake with a scale model of a Norfolk Wherry, it looked absolutely gorgeous It was approximately 40 inches long (Just over a meter for

downwind it kept up with everybody when racing. He asked if I would like a go and I jumped at the chance, it was so different and a pleasure to sail. It took a bit of getting used to as rudder and sail control were on the same stick on the transmitter.



Sailing Finished on the Thursday morning a lot of fun and really good time was had by all. Afternoons were spent on the beach after 4-30pm as the beach car park was then free. Walking the Dogs and sailing land yachts.

The wind was good and the four Hobby King Bat 1s went really well.

Another Yacht turned up made from a piece of Aluminium and a plastic tonic bottle housing all the controls, it was the fastest of all. (The yacht on the right of the picture)



Our son Geoff had a head on collision with another Bat as they both turned the same way trying to avoid each other (Ouch. Mine came off the better of the two only making a loud knocking noise when the steering was operated. A 60% change in Sub Trim setting was required to get it to go straight again. As it was still working decided to leave it alone until we returned home.

The other Bat was not so lucky, the back of the body was broken clean off. With the use of a hot glue gun it was repaired and back in operation the next day.

Next day we had a word with the Life Guard and removed three of his marker cones from the car park area and set up a triangular course. No more head on collisions we just piled into each other at the marks. In the evenings we made use of the outside and sheltered pool area for power models this amenity was also available through the day.



There were some lovely scale models of all types, Imara Tug, Southampton Tugs, Scratch built Landing craft and War ships. Also the usual spattering of SHG Sprinter Tugs. Much to my disappointment mine suffered water ingress to the rudder servo and wiped out the servo and the speed controller. Fortunately my Southampton tug just keeps going when I can get the transmitter off our son.



On Wednesday evening a really good carvery meal was put on in the Bucket and Spade room (I think they were trying to tell us something about our mental age). There was an enormous raffle in excess of 40 prizes, we didn't win anything. Chris and I were able to go as our son looked after the dogs back in the caravan.

With all this going on we had very little time to go and watch the flying off the beach. Can't believe they fly Jets off all that sand.

As an aside I have taken pictures of Johns Modelling Van all the lockers on the sides contain RC Trucks, Cars and Scratch built model Caravans and Fare equipment, there is a workbench at the front with 240 volt supply, and tools, boats are also stored in the front section, this is a serious way to transport your models to shows etc.



At the end of the week everyone had had a great time, We left Unity and moved back to the Site in Hurn Lane on Thursday afternoon as you have to be off the Unity site by 10-00 am in the morning and not able to get on the other site before midday, it saves wondering what to do for two hours with a caravan on the back of the car.

We then enjoyed another more relaxing week before coming home.



This picture is of Apex Park Lake home of the Sedgemoor Model Boat and Yacht club, it is a lovely shade of green of the Blue Green Algae.

There council have put up good sized signs advising not to go in the water, keep pets out and disinfect your hands if they get wet. The club is still allowed to sail on the lake as long as the boats don't cause the water to spray and hulls are disinfected. Quite a different approach.



This picture was taken on the walk from Apex Park along the side of the river Brue towards the sea front at Burnham on Sea, and shows a new type of land yacht (Ha Ha)

That's all from the Hobbies week, let's see what happens next year

Roger Atkins

DSMC A BRIEF HISTORY FROM THE MEMORIES OF GILBERT FOSTER

Founding members of the DCTMBC included

Dave Dyer (First Chairman??); Jerry Garner; Les Hoare; Roy Jinks; Gilbert Foster; and Wilf Cotterell. (and possibly one more member??)

A fairly early member to join the original band was Gordon Batt who was then the Editor of Marine Modelling and in the October edition of that magazine (now marine Modelling International) there was a "Clubs News" item announcing the formation of the club. (Page 6)

Gilbert remembers he was a model aeroplane enthusiast and unfortunately damaged his hand in a plane propeller and whilst visiting McCartney Models Shop in Kidderminster (Name needs clarification) he saw a notice about the forming of the model boat club.

Around 1995 the club had also gained the use of the Droitwich Lido on a once a month basis. At that time the lido was unmanned and they had to appoint "Key Stewards" to collect and return the keys to the council key holder. The Lido was used during the winter months as it is recalled that member Bill Cox used to have a long pole to break the ice. In addition there were also regular gatherings held at Sanders Park pool off the Kidderminster Road in Bromsgrove.

It is thought these arrangements continued up to 1998 (ish).

Visits to the Gloucester Docks modelling show were a regular annual occasion up until around 1998/99, with members operating their boats in the main dock by passing the boat down the quay wall to a steward on a floating pontoon who placed your boat in the water.

Club visits were also made to the Three Counties Showground which had a demonstration pool. One member (Les Cox) had a RC duck with three ducklings which it is alleged were so realistic that parents were seen to throw bread to feed them, only to be told by their children that they were not real!!

Eastor Castle Model Show club visits were a regular occurrence until the cost became too high. This show was reckoned to be the best around for both clubs and suppliers alike, although it could get a bit messy if the weather turned bad and there are recollections of the Army being used to tow vehicles off the show ground because of the excess of mud.

The following pages or attachments are:- Front Cover of Oct 1988 Marine International; Page 6 of same edition with "Club News" ; pictures of Tony Addison's early models (all still exist) from the time he became a member of the club in 1995 .

Gilbert was interviewed by Roger Evans back in 2012

Thanks Roger

The following page shows some of Tony Addison's boats from the 1960's



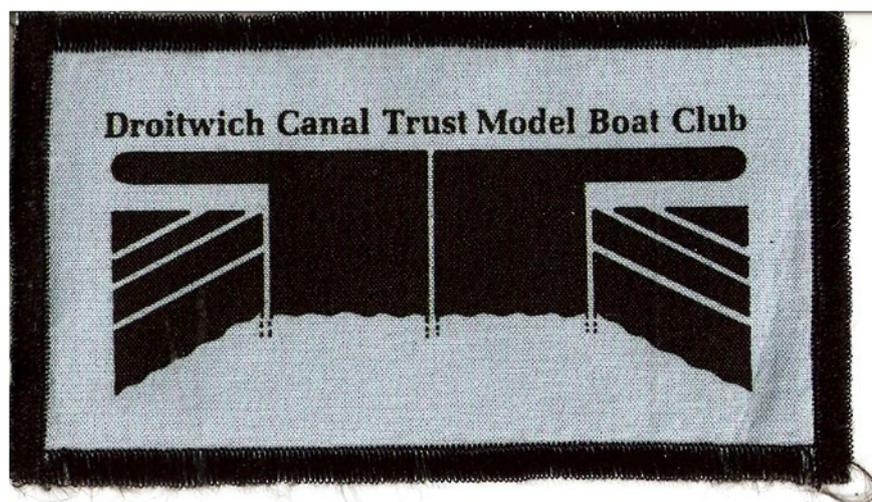
The History of DROITWICH SPA MODEL BOAT CLUB

In the beginning:

23 April, 1988: A meeting was held to form a model boat club, the name of which was to be The Droitwich Canals Trust Model Boat Club. The four original members were Roy Jinks, Dave Dyer, Les Hoare and Jeremy Garner.



#





3 July 1988

THE DROITWICH CANALS TRUST LTD.

Registered Charity No. 266515

1, HAMPTON ROAD, DROITWICH, WORCESTERSHIRE WR9 9PA. Tel: DROITWICH (0905) 774225

From J.H.Burman F.R.C.S.
Chairman, Droitwich Canals Trust.

Kingfishers,
Aqueduct Lane,
Alvechurch,
WORCS. B48 7BP.
Tel. 021 445 1679.

6th June 1988.

Dear Mr Dyer,

D.C.T. MODEL BOAT CLUB.

Thank you for your letter of the 26th of April to Mr Anderson about the proposed Model Boat Club. I am sorry I have not replied sooner.

The Club is a marvellous scheme which should introduce a new aspect to the use of the Canal. I have read the rules you propose and am happy to make no comment other than to suggest that there need not be too great a restriction on diesel and fast electric provided their use is monitored by the club stewards.

I used to model myself and have a number of used and abused models together with a store of equipment which I shall be pleased to give to the Club to help get young enthusiasts started in the hobby. Might I suggest that you or one of your colleagues gets in touch with me at the above address to see what I have and hopefully remove whatever you wish.

Storage of precious models or even of equipment at Hampton Road will be unwise while pilfering remains such a problem. I think you should arrange a secure place of your own or alternatively consult with Len Anderson as to whether the Valve Room may be used.

I hope in due course to chalk the Club up as one of the Trust's contributions to the Inland Waterways Association campaign for youth. While modelling is not just a youngsters hobby, it does introduce youth to waterways and this is well worth while.

I look forward to hearing from you and to seeing the first models on the canal.

Pto

Directors: J.H.Burman, F.R.C.S. (Chairman), Mrs A.L. Walton, (Vice-Chairman), S.R. Peters, A.R.I.C.S. (Secretary),
Dr I.D. Nussey, F.Eng., F.I.Mech.E., F.I.Prod.E. (Treasurer), A.E. Doughty, K. Goodwin, M.B.I.M., M.I.S.W.,
Col. W.H. Hooper, D.B.E., T.D., D.S. Lawley, J.B. Nicholson, G.D. Showell, B.Sc.,
D.E. Shaker, C.Eng., M.I.C.E., M.I.W.E.S., F.G.S., D. Thomas, M.J. West, A.R.I.C.S., J.B. Wilkinson, M.I.M.C.
Assistant: R.M. Sinclair.

24 August 1988: The Canal Trust gave the OK for the club to use Vines Park for their sailing venue.

September 1988: The clubs first sailing day at Vines Park ... two skippers attended.

14 November 1988: First evening meeting of Droitwich Canal Trust Model Boat Club at Droitwich Old Library.

27 November 1988: The clubs first official sailing Sunday. Eight skippers stood huddled around a frozen lake.

5 March 1990: First club night at the Old Library, Droitwich



Clubs first sailing regatta held at Vines Park, Droitwich, 10.00-3.00 p.m. which attracted 17 entries.

25 June 1990: Club night, 12 members.

9 August 1990: Droitwich Carnival Evening Regatta. 21 entries, which was attended by mayor and many spectators.

11/12 August 1990: Eastnor Castle Model Show. Club Display.

9 September 1990: Club Regatta at Vines Park (Canal was like pea green soup as it had been a very hot summer).

26 November 1990: Clubs first AGM. 19 members attended.

19 April 1991: Roy Jinks obtains permission for the club to sail on pool in Malvern Winter Gardens.

5 May 1991: Club Regatta on the big basin because of pollution in Vines Park, 12 entries.

12 May 1991: Clubs first sailing at Malvern Winter Gardens.

10/11 August 1991: Eastnor Castle Model Air Show. Model boat display by the now renamed Droitwich Spa Model Boat Club.

5 July 1992: Vines Park Raft Race Regatta.

8/9 August 1992: Eastnor Castle Model Show, club display and sailing.

30 August 1992: First club coach trip to Ellesmere Port Model Boat Show (32 went).

27 September 1992: Club Regatta on the "Big Basin", Droitwich, 12 entries.

4 October 1992: Club display at Gloucester Docks.

29 November 1992: First "Bring and Buy Swap Meet" held at Hallow Tennis Club.

28 March 1993: "Bring and Buy Swap Meet" held at Hallow Tennis Club.

19 September 1993: Club Regatta held on "Big Basin", Droitwich, 10 entries.

3/14 August 1994: Eastnor Castle Model Show Club Display.

28 August 1994: Club coach trip to Ellesmere Port Model Boat Show.

17/18 September 1994: Club display at Much Marcle Model Show.

11 February 2001: DSMBC started sailing at Upton Warren.

4 August 2001: Club Regatta, first to be held at Upton Warren.

22 September 2002: Club Regatta held in canal basin.



WORDS AND PICTURES BY ROY BOOKER

John's the life and sail of the party



IF the floodwaters start rising in Worcester again, John Sanders will be all right - because he's got 10 lifeboats in his house!

Not real ones, of course, but immaculate scale models, all of which he's made himself. Although born and brought up in the Faithful City, John has always been fascinated by the sea.

"As a lad I wanted to join the Navy," he said, "but when National Service came I was told to join the Army."

"After that I became a motor mechanic."

But his natural engineering skills have been put to good maritime use by making the model lifeboats.

"I made my first one back in 1984 out of a

adventurous ones.

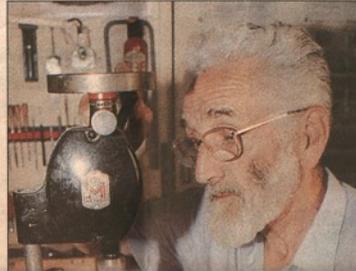
"So I made them up myself, using plans, photographs and all the details of the original boats I could get."

"For materials I use just about anything - fibreglass, wood, old bits of brass and a lot of plastic, because it's so light."

All the boats are as accurate as possible and made to the scale of an inch to a foot, which means most of them are about 3ft long.

Each one takes about a year to complete, and to date, John, who has been deeply involved with the Worcester branch of the RNLI for many years, has made 10.

So remember, if it rains for 40 days and 40 nights, it's everyone round to his house in



▲ Top: John adds the finishing touches to another model lifeboat and (above) hard at work in his workshop. Left: Old window dummies become lifesize lifeboat crews but (below) his models must be manned by miniatures.



NEWS

Football frenzy can't stop boat rally

Model mania

WORLD Cup fever took its toll on the opening of the 24th national model lifeboat rally and regatta at the weekend with many visitors staying away until the match had finished.

Football fever was also blamed for the fewer number of people displaying their models on Saturday as they stayed away to watch England's triumph.

But organisers were overjoyed when visitors started to pour in around 3.30pm to see the display of 40 scale boats

entered in the competition by enthusiasts from across the country.

Rally organiser Peter Croft said: "I now class football as a swear word!"

"Saturday afternoon was very quiet but luckily there was a sudden surge in the late afternoon when the match had finished which made a big difference. We did pretty well."

Sunday fared slightly better but the heavy rain saw many running for shelter.

Mayor of Sefton, Kevin Cluskey, huddled undercover to

present the winners with their trophies, which included eight-year-old local lad Tom Walsmsley.

Tom from Banks trounced the competition to be hailed winner of the Junior Sailing competition on Saturday for his ninja turtle boat.

Sunday the emphasis was on lifeboats, with them being put through their paces on a simulated rescue.

Peter added: "All the profits were donated to the RNLI. Overall we raised approximately £300."



SHIP SHAPE ● Visitors to the 24th national model lifeboat rally and regatta, Alan Wilson, John Butler and Eric Newton admire the detail of the model boats on display. Code BF9662

ANNOUNCEMENTS

NEWS



NAUTICAL DISPLAY ● Visitors to last years show enjoy some of the many boats that will be on display at the regatta. Code NA

Models will make a splash Boat rally

by Gillian Stratton

MODEL boats are set to make a splash in Southport this weekend, the 24th national model lifeboat rally and regatta is being held on the marine lake, by King's Gardens between 11am and 4.30pm.

Organisers are hoping the general public will be more involved than ever, and anyone who owns a model boat is invited to take part in a remote control competition on Saturday.

Rally organiser Peter Croft hopes that more young people will visit the show and become interested so that the event can thrive in the future.

Last year local celebrity Jean Alexander, better known as Hilda Ogden, from Coronation Street, visited the show and presented awards to winners.

This year the Mayor and Mayoress will visit the show on both days and hand out the trophies to the events winners.

Saturday is the day for scale models of all types, including fun craft, last year saw a lawnmower cutting waves and there is sure to be more maritime mayhem during this years show.

On Sunday the emphasis is on lifeboats, and models will be on show to the public as well as being put through their paces on a simulated rescue.

The rescue will be done under the watchful eye of a Southport off shore rescue coastguard and lifeboat coxswain will also make the display more realistic.

Prize giving will take place at 4.45 pm each day and all profits from the weekend will be donated to the RNLI.

Help keep club afloat



DROITWICH people are being urged to become members of the Spa's model boat club.

The Droitwich Canals Trust Model Boat Club held its annual meeting last night (Wednesday).

Organisers are hoping more people will join the club, which

is based in the canal basin to the rear of Kidderminster Road.

Club bosses are also looking for more water to use in Droitwich because they will be forced out of the canal once a massive revamp of the waterway starts.

If you would like to join the club contact Deborah Green on Droitwich 794549.

● Members Bill Cox (front), Deborah Green, Dave Dyer and Wilf Cottrell urge folk to join their club. Photo: JULIAN REYNOLDS.

Ref: 30379

Bromsgrove (01527) 837000 (Editorial), 879211 (Advertising)

Droitwich Spa news



We are sailing

DROITWICH Spa Model Boat Club has a new venue for the rest of winter - the town's unique outdoor salt-water Lido pool.

The group will meet there every Sunday at 10am. After March, the club will return to the canal basin.

The enthusiasts are also in talks with two parties so the club can use water in the town during the summer.

It was feared last year that the club would have to move to water outside the Spa.

For more information about the club, contact Bob Lee on 01905 355588.

● Club chiefs (from left) Bob Lee, Howard Beard, Deborah Green, Richard Green and Bill Cox. Photo: IAN BLOOMFIELD.

Ref: 33132



All kinds of ways to have a good time!

WORCESTERSHIRE came alive over the Bank Holiday weekend with a few of the more memorable moments captured on film by *Berrow's Journal* photographers.

Witley Court was the spectacular setting for the BBC Music Live Sounding Brass event on Saturday evening.

The King's Division Waterloo Band beat the retreat shortly before dusk, when the ruins and fountains were lit up.

The band was joined by the award-winning Worcestershire County Wind Band Orchestra for Tchaikovsky's *1812 Overture*, performed with special effects and a firework display.

Claire Campbell-Smith, West Midlands co-ordinator of BBC Music Live said the county's events were a triumph.

"In particular, more than 1,200 people turned up to Witley Court," she said. "The afternoon was slightly dismal because of the rain, but the evening went really well."

Meanwhile, Droitwich joined in the national celebration with street festivities. The Droitwich Spa Model Boat Club was one of the organisations invited to the town's Perfect Day celebration.

Various model exhibits were on display.

▲ Love a duck — Les Cox of Droitwich Spa Model Boat Club with his radio controlled duck on display in Vines Park

Bromsgrove (01527) 837000 (Editorial), 879211 (Advertising)

Droitwich Spa news



SAIL away from your troubles and ride the waves as a member of a popular Spa group.

The Droitwich Spa Model Boat Club has been out and about over the last few weeks on its regular Sunday morning voyages.

The group, which has over 30 members from a wide age range, meets in Sanders Park, Bromsgrove, and is currently preparing for a display at Avoncroft Museum as part of the July 5 classic car show.

Treasurer Bob Lea said: "It's a good fun morning and we sail surface boats, yachts and even submarines."

For details call Bob on (01905) 355588.

● **CRAFTY CHAPS:** Members of the Spa's model boat club and their crafts are, from the left, chairman Howard Beard, treasurer Bob Lee, Den Flynn and Les Cox.

Ref: 36210

**Spa
people
in the
news**

BRINE BATHS PLANNED FOR CLOSED POOL

THE Spa's old indoor swimming pool could be turned into a brine baths under new multi-million plans.

A working party has been set up to consider schemes aimed at giving facelifts to both the old indoor pool and the outdoor Lido pool.

Consultants believe the old pool, which closed when new swimming baths opened in Salwarpe Valley last year, could form part of a larger health facility.

But the experts have also put forward plans to demolish the pool and turn it into a new sports area.

Further proposals for the unique outdoor pool include covering it with a sliding roof and warming the water so it can be used all year round.

The working party has already decided that the outdoor pool will remain Britain's only inland salt water pool.

EXCLUSIVE

BY DAVID BLAKELOCK

Party member Cllr John Wrenn said: "This is only the very first stage of improving the pools in the Lido Park.

"There are a number of plans and we have given the consultants our views.

"We have decided we will not have two swimming pools in the park but perhaps turn the indoor one into a health facility."

● Councillors have

said they would not mind closure-threatened Droitwich Canals Trust Model Boat Club being given use of an overgrown pool in the Lido Park.

But they will contact experts to ensure the model boats do not harm wildlife.

The trust was seeking a new pool because it will be unable to use its present canal base once work starts on it.



A birthday 'splash'

MEMBERS of the Droitwich Spa Model Boat Club are celebrating a great tenth anniversary present.

The club got a sinking feeling in 1996 when members could no longer sail their models on the town's canals because they were expected to be re-opened.

The group then started floating their fleets on the Lido — and Sanders Park in Bromsgrove. Droitwich Spa Canals Trust has

now suggested the group use the basin end at Vines Park.

The group will decide in December whether to accept the offer.

Publicity officer Deborah Cox said: "It is great news but we will still visit Bromsgrove as we cannot have too much water to use."

Call Bob Lee on (01905) 355588 for more details about the club. ● SAIL ON: George Aldridge casts off in style.

Ref: 37394



▲ Frank Smith of Droitwich Spa Model Boat Club with his radio-controlled Watson Class Lifeboat on display at Vines Park, Droitwich.
Picture by Martin Humby. 2324463

Boat enthusiasts will be 'model' sailors

MODEL boats will be sailing away for the next year - on the pond at Bromsgrove's Sanders Park. amenities committee approved the request at their last meeting.

Members of Droitwich Spa Model Boat Club have been given the go-ahead to use the pond every Sunday from March to September between 10am and 12.30pm. The group has had permission to use the pond for the last 12 months.

Councillors on Bromsgrove council's recreation and

The use will be limited to sail and non-powered scale boats and a maximum of 12 boats on the water at one time.

Priority will be given to Bromsgrove residents wanting to use the pool during periods of excessive demand.

The pond will also be out of bounds during the water fowl nesting season.

Setting sail for calmer waters

MODEL boat enthusiasts are set to sail on new waters if Midland councillors give the go-ahead.

Members of Droitwich Canal Trust Model Boat Club feared that proposals to restore the canals around the town could bring a halt to their activities.

They were worried that their tiny craft would end up as nothing but splinters when struck by waves from full-sized boats.

Now enthusiasts have suggested to councillors that they should be given the use of a pond within the Lido Park.

Cleared

Droitwich Town Council would have to take responsibility for clearing the pond and keeping it free of weeds.

Officials have recommended that the modellers should be allowed to use the pond for an initial 12-month period.

The move will be subject to consultations with the Worcestershire Wildlife Trust and Droitwich Spa Civic Society if the full council gives the go-ahead at a meeting on Monday.

Toy boats face ban

MODEL boating enthusiasts in the Midlands are set to learn whether they can continue using a park pond.

The Droitwich Spa Model Boat Club uses Sanders Park pond in Bromsgrove because of refurbishments to the park where they used to sail. Bromsgrove District Council's recreation committee will decide tomorrow whether the club can carry on in the park on Sundays.

Model way to a solution

ENTHUSIASTS of model boats in a Midland town are hunting a permanent base.

The Droitwich Spa Model Boat Club has not been able to secure a base.

Members have now asked councillors in neighbouring Bromsgrove if they can use a pond in Sanders Park for their activities.

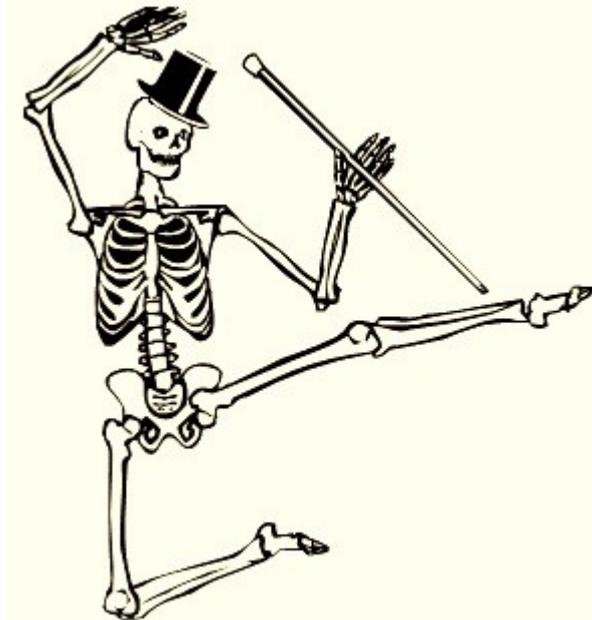
The club has 36 members. Many are from the Droitwich area, but some come from the Bromsgrove district.

Council officials, in a report to the recreation and amenities committee which meets on February 4, have recommended that permission should be granted for use of the pond on Sunday mornings for a trial period of six months.

So, thats all the news I can find regarding the club

But do you have a little snippet hiding away somewhere?

Are there anymore skeletons in the cupboard?



If you find something, please send to Alan and I'll put it on file.

NEWS NOW FROM OUR FOREIGN CORRESPONDANT IN WALES

NIGEL DALE WRITES

ALWAYS PLAYING WITH WATER

With the westerly trade winds, and the Atlantic Ocean delivering copious amounts of water that Wales is famous for, I decided to try and utilise some of the natural phenomena to my advantage.

Living in a static caravan on a site that forbids the inclusion of a garden pond, I put my mind to an alternative that could be applied, but not be described as a pond. In parenthesis, a caravan is like a shed on wheels, metal exterior, with a timber framed lining. (sounds like a narrow boat, I lived on one of those as well) quite comfortable, and has all that I need. (Pond, a dent in the ground full of water.) In returning to the initial topic of water utilisation, I decided to build a water feature.

The water feature is to be comprised of standard, inexpensive tubs that can retain water, general building supplier sourced.



Using the slope of the concrete base for the caravan, the idea is to cascade water from one tub to another, via an overflow, and then return the water through a balance pipe back to a sump. The sump will contain a system overflow to maintain water levels in the base tub, and also contain a sump pump to circulate the water when the

sun is out. The pump operation to be controlled by a solar panel, that supplies the power, and the on/ off control.

For the overflow and return, 21mm overflow pipe systems was used, this is very cost effective (cheap) and the bulkhead fittings were sealed to the containers with LSX a very good sealer, specifically made for water systems, and a must for the bloke/ bloke'ess who "has a go" at most things.

At the point of construction as illustrated above, the management did the usual inspection of works, said nothing, but the silent look of, "I'm not going to ask" was all that was needed to know I was not going to be disturbed for a while. As to plan, the pre ordered timbers arrived and the project continued to the proposed plan. Plan; bunch of ideas strung together, in the hope that it will work, and the knowledge it could probably put it right if it didn't.



The above picture shows the gutter down pipe feeding the first tub, and the white overflow fittings going from tub to tub. The sump is placed behind the tub, which receives water from the gutter. This picture shows the tubs cladded with treated timber, to present a more pleasing appearance for the appeasement of the management.



Cladding the tubs is a relatively simple affair, using basic tools that most of us “have a goes” have. A local water nursery supplied the aquatic plants, and the geological samples are ones we have collected from all over the country. To the right hand side of the picture, is a hint of what else is achievable, as the person wearing a green hat, will give the clue. But that is a story, for another day.

The picture shows the water circulating, as it runs through the overflow fittings. The sump pump is a 380 LPH unit that comes within a standard kit, however, a flexible pipe has to be purchased for the sump pump as this is not supplied as standard. To determine the pipe size required, measure the pump outlet and find a flexible pipe to fit. I used LPG connection pipe. There are two sizes of LPG flexible Gas pipe (orange outer, black inner) which offer the nearest bore sizes to fit the pump output port. A caravan accessory shop is a good place to find this type of pipe, take the pump along to make sure you get the correct size, to connect the pipe to the pump, use a Jubilee clip to connect.



Stage one completed to a condition where work can be suspended, and not look like a work in progress, it was time to stand back and evaluate.



Completed in the early spring, there was nothing more to do, but wait for the plants to mature, and the feature to weather.

The plan, (in this case) bunch of ideas strung together in the hope that they will work, worked very well. That is until the snails I brought to add some living organisms to the feature, matured and adventured to all parts of the feature. A Rams Horn snail, when mature, is about the same size as the internal diameter of the return pipe that feeds the sump and all of the overflows of each tub. As a consequence, circulation problems started to occur. The return pipe was replaced with a 40mm diameter pipe which cured the problem completely.

This pipe also acts as a balance from the sump, there is the need to put a system overflow into the sump at a point where the water level within the last tub is maintained. With the cascade, the water level within the lowest tub is about 250mm below the level of water in the top tub, so to accommodate an adequate water supply for the system for the “inflight” water, and reservoir, a large tub is required for the sump. A pump with a 380 LPH rating should have a good head pressure rating for a wide range of applications, check the spec before purchasing.

You can have a lot of pleasure, playing with water, or is it. that some of us never grow up, and as for the little men in green hats, that is another story.



Alan writes: For those of you that don't know, Nigel set up a headquarters of the army of the GED. The re-GEDmental army headquarters is based in Nigel's garden, he says that every time he spots one it reminds him of the good times at DSMBC and his friend Ged Power.

He says it scares away the natives and he can live in peace and quiet in deep darkest Wales without a worry.

Hopefully the medication will kick in soon.

AN INTERESTING MORNING.

The sun was shining, accompanied by a warm breeze, it was a beautiful morning indeed. Checking the tide tables, over a mug of tea, indicated that the tide was at high tide at 0903, Milford Haven with a height of 6.45 meters. This meant that Fishguard was one hour later, and within reach of a place to sail.

Loading the car with the nearest boat, stands, and the necessary radio transmitter, I was off for a morning relaxation at Fishguard Harbour, half an hour away, with free parking, toilets nearby, and an Ice Cream van that serves tea and coffee, what more could you want.

Parking up at the most convenient place, at the top of the slope that was built for horse drawn vehicles to unload ships, I set up the boat.



The canoe type boats at the front of the car are from a local company that does canoe tours of the coast, and this year have done quite well due to the weather. The boat I brought to the harbour, was the Plymouth, a good stable boat, that always looks good at Fishguard.

The day was near perfect, the wind and sun mixed with cloud, would offer the most grumpy of person, no complaint.

The tide, still coming in, was not going to be a very high one but more than adequate for my needs of the day. But, unbeknown to me, the shore on the opposite side of the river was going to be more than useful later on.



The Plymouth as always looks good in the harbour, and an elderly lady who has lived on the quay all her life, said that it reminded her of when she was younger, the harbour had a lot like the Plymouth working from here, and were owned and operated by the local fishermen.



When sailing, you can remove yourself from the reality of your surroundings. This wraps you up in your own little world. This world, which in essence, is where you came to, when you launched your boat, is apart from, although still apart of, the greater reality. The reality of the situation was the sun was having greater difficulty is peering through the clouds, which were getting more voluminous without my noticing.

A sudden gust of wind, woke me from my little world, and the fight for the survival of the Plymouth began. The squall wind came from nowhere, and felt like it came straight down. Plymouth went flat on the water, and righted itself immediately, shook its sails, and ran before the very strong gusting wind. The prow well down in the water, being driven under by the strength of the wind, was not a nice position to be in. The squall stopped for a brief moment, and hit again, driving the Plymouth forward toward the opposite bank of the river. This was not just a couple of yards away, but the width of the harbour itself.

The wind was too strong to sail before it, as it drove the prow under, so I had to sail off the wind. This caused the boat to drive along at a precarious angle with the sail arm fully out. The Plymouth drove up the shore line, and wallowed in the little water that was left under her. Now at least, I didn't have to wait for the tide to go out to get her back, but to walk round, over the bridge, and put her somewhere safer.



I have had the privilege of being around boats since the age of seven, and have never encountered a wind that behaved like that one. It came from nowhere, no real indication from above, no thunder cloud flat tops anywhere. Although the barometer was low, it all seemed perfectly set for a sail.

I moved the boat to somewhere safer, and went to get the car, and the necessary tooling to remove the water from the inside of the boat to the place it should be; that is outside.

Putting the Plymouth on a boat stand I started work on removing the water, but foremost, I had to strip out the servos, battery clip, and supporting timbers. This was so the servos could be dried quickly, after washing the salt water off the parts.

There was good level of water within the hull, which I removed with the time trusted syringe method. Even using a 60 ml syringe, it took a long time to empty, eventually to be finished off with a cloth, usually reserved for the car windscreen.



There was good level of water within the hull, which I removed with the time trusted syringe method. Even using a 60 ml syringe, it took a long time to empty, eventually to be finished off with a cloth, usually reserved for the car windscreen.

With the salvage work completed to a point where the Plymouth could be put back in the car, that is just what I did. Closed the boot, and went home.

The Plymouth sails really well, but is susceptible to leeward drift. To reduce this drift I have increased the rudder size, which has helped, but I think perhaps I should re visit the rudder, but for that I will need a bigger servo. The sail area is usually fine, but an introduction of a reeving system would benefit the boat.

As a foot note to this saga, this is the second time the Plymouth has come to grief at Fishguard, and will not be sailed there again.

In fact sailing in Pembrokeshire is getting more difficult, the river in Haverfordwest is congested with weed, and the Castle pond in Pembroke itself, is limited as the adjacent car park is often closed for some civic function or another. This problem will need some thought.

Nigel Dale

CHAIRMAN'S CHAT

Hi we are coming up the end of another year. We have had some changing weather, one month freezing and the next it was so hot it was to much to go out. Now wet and more wet and wind and wet. The club has had a better sailing year not to much disruption to sailing at lakeside.

The year for me has gone well. Plenty of sailing time with the club and with other clubs while on holiday in the new forest . The Solent club made me very welcome at there Setley pool but it did need wellys to launch to boats. (Same as we need to sail on the new pools at lakeside) See details on their web site.

I have started another boat from plans by Glynn Guest. it's a paddle boat called TIPSTAFF. I was hoping it was going to be a easy build no hope. Hope to get it on the water early next year.



A VOYAGE OF DISCOVERY

Now I have the serious bits out of the way, I would like to warn and inform the members of two intrepid souls who put life and limb at risk with their plan to paddle themselves into history.



I'm sure you can recognise them Yep, our very own Treasurer, Pete Thornton and life and soul of the party, Tubby (alias Tony Gardener).

How many whales suffered to make that wet suit of Tubby's I really can't guess, but another one would have covered the rest of his legs.

Upton Warren was the venue and as you can see from the photo they were being instructed to turn right Tubby just where were you going?

Last seen
disappearing into the
sunset Heading to
Nevernever Land
..... Will they return?



I have it on good authority that Pete stayed upright, but Tubby did a couple of face plants. I must admit that I wouldn't have done it, so more power to their elbow Well done lads, DSMBC are proud of you.

Have you two got anything else planned? Wing Walking? Crossing the Atlantic? Maybe a moon walk Watch this space.

Alan

NEW POOLS AT LAKESIDE



Sunday November 4th 2018

A bit of a mizzle in the air didn't stop around 20 ish people turning up at Lakeside to try out the two new pools on offer.

These were the old fishing pools and were exactly what the club needs in my opinion!

The larger one is perfect for the sailing boats and is bigger than County Hall, while the smaller one is ideal for the small delicate boats to sail on.

Well done to the Committee for managing to sort this for the club!!

Pam Gardener

HAPPY 90TH BIRTHDAY JOY PESSALL



Sunday September 2nd 2018

A lovely day at County Hall with a good number of people sailing.

Joy and Bob Pessall attended and celebrated Joys 90th birthday with us all.

Pat Gregory made a birthday cake, and there were balloons, chocolates and flowers from well wishers.

Joy was over whelmed with the attention but still managed to blow out her candles before going off for lunch to celebrate further.

Pam Gardener

PLANK RACE 2018



Many thanks to Trevor and Bob Brooks for once again organising the annual plank race, as you can see from above 10 brave members attempted to win the cup and prizes.

Trevor's Bluebird plank, complete with ducted fan went "walkabout" and must have travelled the longest distance by far, eventually being herded to poolside, but it took two boats to do it.

Tubby brought along a keyboard plank of miniscule dimensions, but couldn't get a tune out of it. Alan's covert camouflage plant was very shy, did a 180 and disappeared into the bushes, only then to blow his motor up, Graham brought along a traditional plank after his devious set up from last year, he must have felt sorry for us. Great fun was had by all, and thanks for your efforts.

Then there was Keith, who brought along what can only be described as a "bar", complete with glasses and bottle, his first attempt capsized and he lost the glasses, but from then on it was arrow fast

and on target nearly every attempt.

He went on to win easily, got the cup, won best decorated plank, and got the bottle of plonk and chocolates.

I believe this was his first try at the Plank Race, am I upset, No! I just feel he should be banned from next year's event.

Alan

Does he look chuffed Of course he does But next year mate, next year Getting mine designed by Land Rover!





THE WINNER

Here it is, in all its glory Keith Facer's bar plank, please notice the recycled on/off switch, a marvel of design. The two glasses of rose wine and as normal for Keith, an empty bottle.

He ditched the glasses after his first attempt and decided to go for a bottle streamliner approach, which surprisingly worked really well.

Just as an aside I think I'll ask Trevor and Bob if we can have an unlimited class next year, where just about anything goes Trevor used an electric ducted fan this year, but just needed that little bit more power to keep it going in a straight line I reckon a garden vac blower could raise a few eyebrows.

Suggestions on a post card to Alan, poolside.



CHAIRMAN IS ON HIS HOLIDAYS

They seek him here They seek him there You never know where our Chairman will turn up next..

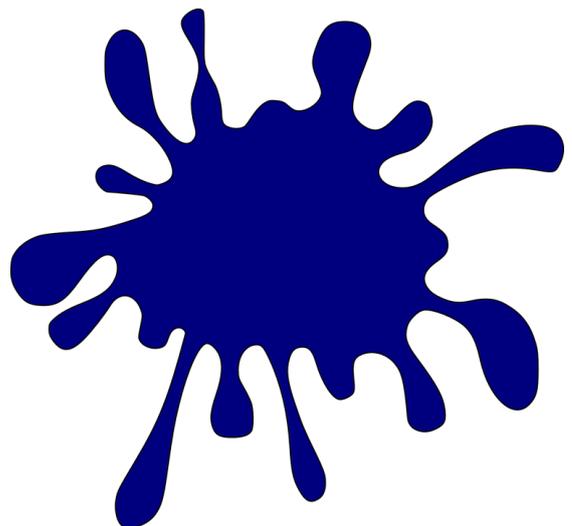
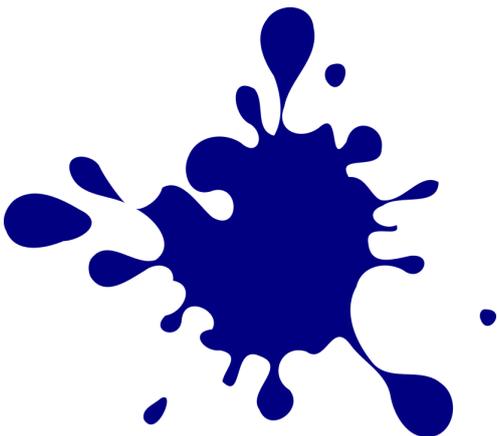
Here he is just horsing around with a few friends on his holidays.

They look so relaxed having a drink from the pool Have they seen his plank I wonder?

So Trevor, you never know who's about taking pictures and where.

Beware Your Assistant Editor will find evidence hiding in the strangest of places and publish, hell or high water.

Alan





For the next edition in Springtime, I hope to have a section for members to sell bits and pieces and also complete boats, etc.

So go and have a rummage in your shed, garage, workshop and get some cash back, for the next project in your modelling life

CANAL HOUSE BOAT/BARGE

Built by the late Grayham Shaw, and is a replica of his own canal barge which is spent many happy holidays with his wife Margaret.

The hull is fibre glass and is one of only two made by the late Harry Green, of Birmingham. At 68 inches long, she is a big 'un, it comes complete with motor, esc and rudder servo, fully fitted out with dolls house furniture. Just needs the interior lights wiring and a battery. (picture of the Gheluvelt Show page, this edition)

£200

See Alan Gregory for details

Alan's Florida Airboat

Plywood construction, brushless motor and esc, complete with Action Man Great for when the weeds are about or the water is stiff in the winter. Go on, be a nutter, it is after 11.30 a.m. You know

£70

See Alan Gregory for details

So what have you got?

Unfortunately, no children, wives, pets, girlfriends or other family members can be advertised here, but if it floats, flies or travels across the ground, you are good to go.

NEWS FROM THE SECRETARY AND EVENTS SECRETARY



Watching me

Watching you

Andy at this year's International Boat Show

The evidence is building guys

Secretaries' Seasonal Greetings

Andy and I have both enjoyed enormously our involvement with the club in 2018.

In addition to enjoying the company of some long standing members we have also met some interesting new members. Members have sailed in some challenging conditions at a variety of venues, old and new. Next year may also see the addition of another new venue if suitable arrangements can be agreed. Watch the webpage and notice board for news of this event.

Support for the club activities has been good and the provision of club clothing successful.

I (Graham) have also been invited to make a presentation to the Bromyard University of the Third Age next year. This is a good opportunity to promote our hobby and in particular our club.

The skittles evening is well supported but currently our only social event. It would be good to add back in a summer barbeque.

We are both looking forward doing it all again next year and with your support the club will continue to be the success it is and, thanks to the members, the best in the area.

Andy and I wish all members of the club a Happy Christmas and Best Wishes for a happy new year.

Graham & Andrea Povey.

Secretary and Events Secretary



INTERNATIONAL MODEL BOAT SHOW



Set up day on Thursday, look, no people.

Many thanks for those, who travelled with their boats, took the time to set up the club stand and are now prepared to man the stand for the next three days Good on 'yer!

Photos by Alan Bruce Smith

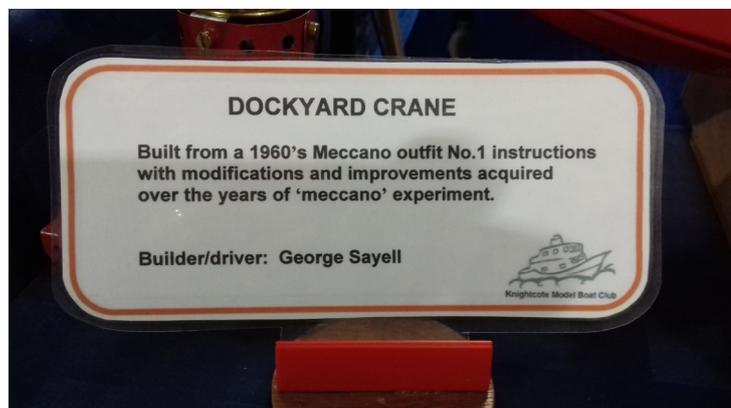
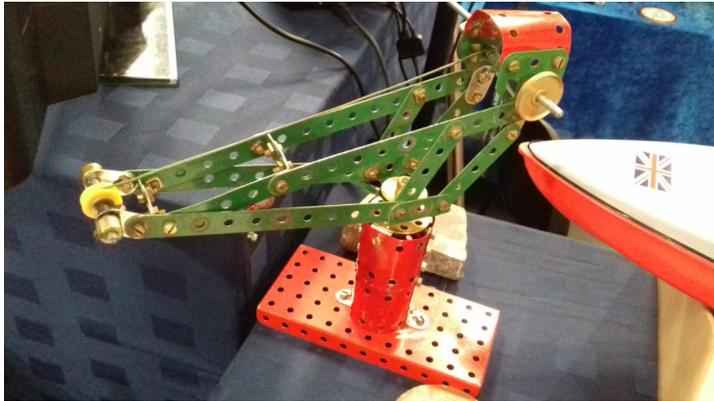
The 2018 International Model Boat Show

Words from Jim Cook

Back in October I was approached by one of my singing colleagues who asked if I would be available to sing at a gig on Saturday 10th November. "Sorry" I replied, "I'll be helping to man a stand at the International Model Boat Show". His face lit up with interest and anticipation; "where's that then?" he asked; "Geneva? Dallas, Texas? Sydney, Australia?". "No", I replied "it's always held at the same place - a set of converted pigsheds just outside Leamington Spa". His look of interest and anticipation changed to one of deflated incredulity, and his face said it all - why on earth would you want to do a thing like that?

The 'Free Show Guide' issued to visitors this year proudly proclaims that 2018 is the show's twentieth anniversary. I can't claim to have been to all of them, but I reckon I've been to most, and I have to confess that the more I attend, the more I enjoy them. It's true that in recent years there have been changes that don't meet with everyone's approval: the inclusion last year of the 'Tamiya Truckin' display, for example.

But, hang on a tick, Model Boats is a very broad church, and if some folk want to sail boats with wheels along a mock-tarmac canal, what's wrong with that? It's not what I want to do, but I can get a kick out of seeing what I would describe as 'model boating skills' being used in an unfamiliar way. Also, it's easy to get 'saturated' at a one-type show, be it boats, railways, clocks, militaria or whatever, and a bit of variety makes for light relief. For example, this 'model boat' was exhibited on the Knightcote stand (next to ours) and it immediately tickled my fancy. Had it been exhibited at a Meccano exhibition it wouldn't have been worth a second glance. It's the *contrast* that gives it credence. So I'm all in favour of a bit of variety!



Another change that's come about over the last few years is a reduction in the number of traders attending the show. This *is* a bit worrying, and one ponders the reason for it. Rumours circulate that the cost of renting stand space has become prohibitive, but I can appreciate that the organisers have to make a profit. Juggling the relative incomes from punters and traders can't be an easy task, and I'm damn glad I'm not trying to make a living out of it. Next year the show has been shortened to two days (9th and 10th November) so presumably it's been losing money on the Friday. But traders will still have the same travel costs, and these will have to be recovered in two-thirds of the time. Punters will be faced with longer queues, more congestion, poorer views of the models and a less relaxed atmosphere. It seems to me that making the show less attractive to both traders and punters risks an unrecoverable downward spiral. Time will tell!

I've already declared that despite everything, I enjoy the show more and more each year. Why is that? Well, the four days (including the rig day) do me as much good as four days holiday anywhere would!

I enjoy the frantic activity of the rig day, I enjoy the continuous company of like-minded club members, I enjoy chatting to interested, and interesting, visitors. I enjoy quizzing other modellers about how they achieved such-and-such on a particular model, I enjoy exchanging reminiscences of the 'good old days' when everything had to be made because nothing was available at a price a paper-round could afford. I also enjoy sailing on the pool, taking breakfast and lunch in the restaurant, tending my collection of 'fings wot go round' (and answering questions about them) and, until this year, keeping the bubble machine topped up with soap, electricity and TLC. If all the above activities run out temporarily, I just sit and watch the world go by or 'chew the cud' with whoever is near. For four whole days life's problems completely disappear, and 'Model Boats' works its magic!

So here are some photos of the '2018 magic' in roughly chronological order. I'm grateful to Brian Waters, Andrea Povey and Adrian Taylor for their contributions:



The Rig Team in action! Ten members turned up to help with the rig, and when I arrived I was very relieved to see Kermit parked conspicuously in the main car park! As you can see, we made quick progress and were well ahead of most of the other clubs.



A general view of the exhibition from the mezzanine. This was Friday morning; the quietest day, but still plenty of punters and enough room to see! Note the size of the Tamiya Truckin layout. It was a real piece of engineering and must have taken them ages to set up.



Our club stand.

Another view of our stand. Pretty enough, but as usual, we didn't win any prizes!





The prize for Best Stand went to Ling Lear Model Boat Club. To my mind it was a head-and-shoulders winner. Very imaginative and varied in content. This photo shows part of it, but doesn't really do it justice.

Second and third prizes went to the Lifeboat Enthusiasts' Society and Bournville Radio Sailing and Model Boat Club respectively.



Worcester Model Boat Club's stand didn't win a prize, but it was a very good try!



The Tamiya Truckin layout in action. There was generally plenty of movement, with huge trucks navigating impossibly tight corners, dumper trucks busily moving earth from one pile to another, punter-controlled traffic lights to add a bit of random chaos, and even a 'road incident' with a coned-off lane, police cars and ambulances all with blue flashing lights. Very realistic, and quite acceptable once you get your brain round the idea that trucks are just a sub-set of model boats:-)



Our customary contribution of a pool display each day started badly! On Friday we could muster only three boats and skippers, so for the first time in living memory the DSMBC failed to come up with a pool display! Perhaps we should make it a rule that if you want a free pass, at least one of your boats must be in a state to sail, and you must be in a state to sail it! On Saturday and Sunday we fared better and managed to put on reasonable displays with this bunch of dubious-looking skippers!



Finally, here's a snap of the largest model in the show. It's a 1/72 scale model of HMS Ark Royal, as she was in 1976. The model was exhibited by the Falmouth Model Boat Club. It's 13 feet long, weighs 85 kg, and took 25 years to build. A rumour circulated that it was powered by two small children crouching under the deck turning handles. Apparently the police were called and they insisted on having the deck removed in order to free the captives, but on doing so the truth was revealed: there were no children, just four Ford Fiesta blower motors, seemingly purchased from a car breakers for 50p each. Being 1/72 scale it was easy to fill its decks with Airfix and Revell planes and helicopters, many of the propellers and rotors of which were whirring away continuously, although I never witnessed anything taking off.

So there it was; a delightful four-day interlude of Model Boat Magic. If Young Alan chooses to include this in his Christmas Bumper Newsletter I will make sure that my singing companion gets a copy, and hope that it might help him to understand why I much prefer being at the Leamington pig sheds than some glitzy Exhibition Centre in Geneva, Dallas or Sydney. You never know, he might even want to join us, and it would be my delight to offer to put him on the waiting list!

Merry Christmas and don't forget to pay your subs.

Jim

Many thanks Jim for an excellent report on this year's show

Alan

Laser Nationals 2018

Written by Roger Atkins



RC Laser Nationals and TT at Gosport © Amy Brown

Roger's Laser Yacht catching the breeze

This year's Laser racing season started with the TT [Travelling Trophy] Series at Fairhaven, West Lancs and Burwain. I was placed 4th, 5th and 6th respectively. The best three results for each competitor are used to determine their overall position for the series.

I try to limit the distance I travel to races so I didn't go to Ayr Bay in Scotland or Ardleigh. My next race was at Medway on the Isle of Sheppey. This proved to be a big mistake. I had a bad cold and the temperatures plummeted over the weekend. The morning was hard going but when I saw that heavy rain was coming in for the afternoon I decided to call it a day and we headed for home.

The final races of the 2018 TT series were at Gosport Model Yacht club on Saturday 27th October. This was also the first day of the Nationals which is a two event. The results from Saturday were used to complete the TT Series and for those taking part in the Nationals counted as the first day.

Friday afternoon was used for registration, weighing, inspecting the boats and free practice (No problems for me but a good job they didn't measure and weigh the skippers). I decided to do the most important bit first and went and had lunch in the café above the club house.

After two hours on the water I had the two largest rigs set up (A and B). Then it was off to the hotel to meet the others staying there for an evening meal. (Unfortunately that didn't happen. Guess who went to sleep? Well it had been a long day). I ate on my own later, I was very good and only had one pint. *(So he tells Chris, but we know better Alan)*

Saturday morning got off to a civilised start. Breakfast at the hotel followed by a short trip to the lake with time to have a cup of tea and a slice of homemade cake in the club house (Refreshments were available all day at no cost provided by the Gosport Club a really nice touch). My boat had been left fully rigged in their boat store room overnight this made things much easier. Briefing was at 10-30 which gave some time to work out which rig to use. The wind strength was a bit variable and right on the limit of the largest sail (I was thinking of tossing a coin).



There were a total of thirty three entrants including three from Belgium and the Netherlands. We were divided into three fleets A, B and C, with eleven boats in each. The first heats were seeding races to decide who was in which fleet when racing started for points (I was in the A fleet for the seeding races). I had a nice surprise when these races started as I was expecting the A fleet to start first but this was not the case they started with the C fleet. This meant I had the chance to watch two races and decide which sail to use. (I liked this idea as it gave me two races off and time for a cup of coffee). When the A fleet race came about the second largest sail (B Rig) seemed the right one to use. After the results of the seeding race I was in the B fleet. Silly me and five others thought we had finished but had all gone over the wrong finish line. I felt much better when I discovered I was not the only numpty. From here on the bottom four finishers in the A and B races went down a fleet and the top four finishers in the B and C races went up a fleet. During Saturday I managed to get back into the A fleet once and spent the rest of the time in the B Fleet. I had a chance to get back up again but the race was abandoned when I was in fourth place, with only one leg of the course to go before heading for the finish line. The problem was that approximately half the fleet piled into each other at the windward mark when rounding for a second time. It was caused by the first boat in that group hitting the mark and dragging it out of position, this caused its anchor line to go tight with the bank which made all the other boats trying to round the mark catch their keels on it. (The blue mark was just off the far wall you can see on the photo of the boats going away from you).

This is approximately 70 yards away and approximately 12 feet from the wall. That's about 4 boat lengths, 65 meters and 4.5 meters for the younger viewers.

At the end of the day it was back to the hotel to get changed before heading out to the Hardys at Hasler pub for the evening meal and the Laser TT prize presentations. John Armstrong and I ended up sitting at a table next to the food serving station, so when food was served we were first in something at the Nationals.



RC Laser Nationals and TT at Gosport - photo © Amy Brown

Day 2

Sunday morning arrived (strange that after Saturday) the weather had warmed up a bit and the wind had turned to the North East which meant a major change in the course. (I hate that as I have to try and remember a new one, that's getting harder with age). We could now stand on the same side as the club house and close to the coffee. The wind had increased considerably and yesterday's decision between the two largest sails was now replaced with which of the two smaller sails to use (C and D rig). Following on from yesterday the A fleet were due to sail first, this gave me the chance to see which rig worked best. At the end of this race there was a bit of a disaster. The wind gusts were so strong it blew the Perspex protective cover clean off the A fleet list of names, and yes you guessed it, it went straight into the lake and sank, about six feet from the shore where it could be seen but not retrieved! As there had also been a couple of retirements from yesterday it was decided to re-organise the boats into two fleets A and B.

My first race was in the B fleet which I led for two thirds of the lap. Unfortunately at the end of the course the windward mark and finish line were in a really bad wind shadow. This made sailing the Laser with a small sail very difficult, (Alright so I messed it up) I lost several places, but in the end I still managed a top four finish. (Back up to the A fleet). This next race was a disaster for me approaching the leeward mark I was on the outside of a group of boats (Not the best position to be in). I decided to leave plenty of room for the other boats on the inside of me as it is better to sail clear than get tangled up on the mark. The boat on the inside of me for some reason did not gybe to round the mark but kept sailing straight on. As we were running before the wind I could not slow down and he sailed me into the wall.

There I was stuck on a lee shore on the opposite side of the lake. I called the protest and he decided to retire immediately but I was stuck there for several minutes. So back down to the B fleet. The B fleet race was similar to the first one I led for two thirds and guess what, I messed it up again but still managed to get back up to the A Fleet. All was not going well as this would be my fourth race in a row which meant "No coffee".



After Lunch the wind decided to drop in strength, this meant we could go back up a rig size, some decided to go up two sizes this was a mistake as downwind the boats were often out of control pirouetting and submerging the hulls (They go better on the surface). I managed to stay in the A fleet for the rest of the day, and at the end had finished in sixteenth place over all. I was quite pleased with that, finishing in the top half of the table. Also a group of three of us that regularly go to the TT series, are all of a similar ability (cr+p) so it's like having a race within a race. I might have finished third in our group in the TT series but first in the Nationals, my turn to rub it in (As if I would).

At the prize giving a raffle was held with a prize for everyone. These ranged from an A or B sail to a radio pot cover. I was lucky and won a waterproof transmitter cover. (Made my day).

In conclusion it was a really well organised event despite the wind strength and direction doing its best to make things difficult. The Gosport Club did a superb job and made us all very welcome, I really enjoyed it, close serious sailing which was also fun.

The journey home was uneventful, when I got home out of interest I used Google earth to work out the approximate sailed course length of the single lap races, this was roughly 780 yards. (Not just the distance between the marks).

Promise not to bore you with more Laser racing until next year!

Good Sailing

Roger

Thanks for a wonderful report Roger, better luck next year)

An so ends this bumper DSMBC Christmas Newsletter, I have already prodded and pushed people to write articles for the Spring Edition, one must read in this is from a man in a shed Can you guess who it is?????



I for one ain't going to argue with him (have you seen the size of his hammer).

Many thanks to all the contributors, I've had fun putting this newsletter together, but as I've said before, it's only as good as the people who put pen to paper, or fingers to keyboards, if you catch someone in an awkward position, a boat sinking, or someone falling in the pond Flash, bang, wallop, take a picture and send it in to me, you know you want too.

Send to: alangregory601947@gmail.com

Catch up in the Spring

Alan

