

DROITWICH SPA MODEL BOAT CLUB

CREW'S NEWS

SUMMER 2019

Here we go again Another newsletter from the pen of Alan Gregory.

In this edition we have news from the club regarding rules for different sailing venues, a wonderful report from Tony Judd regarding his full size boat, pictures of a club meet at Lakeside in Artic conditions, salvage operations at County Hall of Alex Taylor's speed boat, airbrushing, Poseidon Adventure update, a reminder of club rules, photos of some of your models, a rogues gallery and much, much more.

But firstly, I think a very large thank you should go to this guy



He supplies the tea, coffee, biscuits and even boils the water, what would we do without him So a big **THANK YOU MATE** to Tony Addison.

OK, clean your specs, get comfy, feet up, phone off the hook, lock the door and get set to read another big 'un.

Very best wishes and I hope you are all having a great summer.

Alan

Brass Monkey Weather at Lakeside

Our first club gathering at Lakeside in 2019 was rather cold. In fact, it was absolutely freezing! High winds added to the chill factor and Kermit Van Povey had to be carefully positioned to be used as a wind break!

Tony's coffee table was positioned equally carefully on the leeward side of the van which resulted in a penguin like huddle of members seeking shelter. Not much sailing took place but we battled on with true British determination, helped by the hot drinks and biscuits and the warmth and friendship of our comrades. We all hoped that the next visit would be warmer.



Skittles at the Portabello Inn

Our March Skittles evening at the Portobello pub was another fun filled occasion. Over 30 members came, with most people playing along. The main skittles match was a close run thing, with 3 people facing a knockout. The eventual winner was Pete Thornton, 2nd was Keith Facer and the the booby prize was won by Tubby Gardener. It was NOT a high scoring game-possibly because of the well worn, almost square balls!!!

After the plentiful buffet supper, we began the traditional game of Killer. With more erratic scores and lots of heckling, the winner turned out to be Pam Gardener, with Steve Workman as runner up. Jenny was first out _ a tactful way of saying the Booby prize winner!

During the evening, I completed a charity game of 'Choose a hotel to which Graham is going to take me for my birthday'. Purely imaginary(!!) and just a fun way of asking members to give me some cash. Edwina won the 'posh chocolates' on offer. I had previously made 2 other fund raising games to make some money for Sarah, the landlady at the Portobello who runs Marathons and other events for charity. In total the games raised £44.12p which I handed over to Sarah before leaving. Thank you to all those who played along to help her.

Thanks too for all those who attended and made the evening such fun.

Andrea Povey

Lakeside Campus sailing

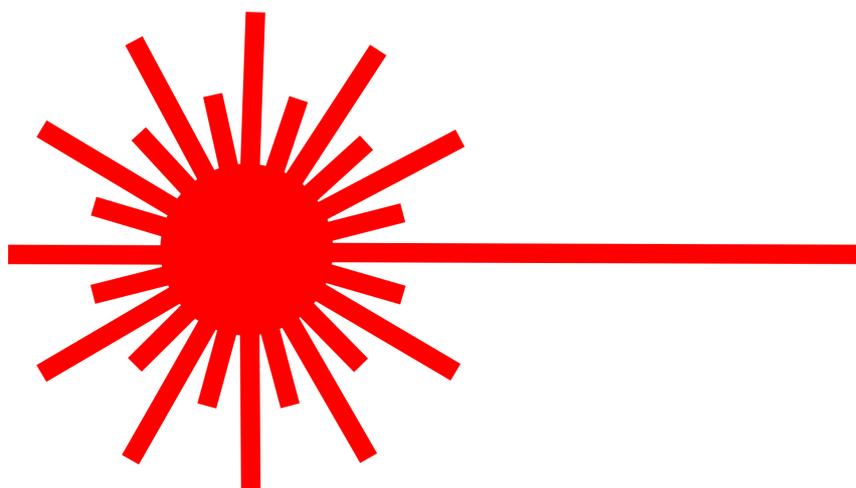
For some reason, lots of people turned up for the 2nd visit to Lakeside pools. Had they forgotten the arctic conditions of the previous gathering??

However, turn up they did and we all braved the freezing weather in a re-run of that day. Once more, Tony gave us all heart with the tea and coffee table, and Ros made it even better with her offering of delicious Victoria Sponge cake. A good variety of shipping sailed- despite the strong winds, and once more the British Bulldog spirit prevailed. But I did go home frozen!!! Let's hope its 3rd time lucky at Lakeside!!!

Andy Povey



The Lasers are out practising again Roger and Steve battling the wind



Plymouth Hooker

Sunday 17th March was the second cold and very windy visit to the University of Worcester Lakeside pools. Despite this many stalwarts of the club turned up to assess the conditions. One poor member had his mind made up for him when the sails were ripped from his boat before it got near the water. Others, including me, opted for the smaller of the pools available and were rewarded with a good mornings sailing. The more adventurous chose to have a go on the larger pool and the Lasers were in good form. The small pool was also a good venue for a member's speed boat which happily ran around without problems.

However, the star of the morning and first on the water of the larger pool was a magnificent scratch built Plymouth Hooker. The name coming from the location it worked from and the fact that it strung out a line of hooks when fishing.

This model was built by one of our newer members Tony Judd and he has named it Jesse Oke. He used some plans found in one of the modelling magazines and a lot of his own sailing experience. It took about one year and used up about 1200hr of his time. I would say it was time very well spent. The model is beautifully finished. The hull is broad of beam, very deep and packed with ballast thereby removing the need for a 'keel'.

As the photographs show with the topmast and topsail stowed, the mainsail reefed and the jib hauled in a fraction she sailed beautifully. She is fitted with four winches for sail and rudder control and they all worked perfectly.

It was undoubtedly a very successful maiden voyage and it will be great to see her sailing fully rigged on a calmer day.



Graham Povey

International Rescue save Alex's speedboat

On a cold and chilly morning at County Hall on March 31st, power and sail boats a plenty were on the water, both Adrian and Alex were putting their boats through there paces, when suddenly Alex's Boat turned over and began to sink, slowly it rolled over and in seconds all that could be seen was the bow poking about 10 inches out of the water.

Several boats came to the rescue trying to ease it out of the middle of the lake to somewhere near the bank, but being a speed boat, she was a slippery little thing and all the guys managed to do was turn it around.

Two poles were tied together, but not even with their extended reach could they get anywhere near.

It was then that the brains put together a cunning plan, Adrian's boat was rigged out with string, a piece of wood, tent pegs and it was decided he would lasso the strickend craft. Many attempts later and with different designs, of wooden branches, tent pegs, string and sticky tape, Dad managed to coral the wayward boat, gently, Oh so gently, he teased it to the far bank where a group had huddled in anticipation.



Tony Addison was poised like a coiled spring ready to hook the speedboat around the out-board motor, meanwhile the Chuckle Brothers look on in amazement.

Well done Adrian for superb boat handling during the rescue, Alex for holding on to his Dad to stop him falling in.

Tony Addison was later heard saying he had that pole over the water all morning and it was the only thing he had caught



Pictures by
Pam Gardener

Comments by
Alan Gregory

You have just read a report on Tony Judd's Plymouth Hooker by Graham Povey Now we have a report on the real thing Tony Judd's full size Diamond



DIAMOND CK250

Since JESSE OKE, my scale model of a Plymouth Hooker (longliner, so hooks not nets) has generated some interest, Alan has asked me to write about my full size boat, also a gaff cutter, so here goes: - - -

DIAMOND CK250 takes her name and fishing number from an earlier boat, a fishing smack. This was done by her original owner, I am the third owner. What the back story is I do not know.

Now a smack is a single masted sailing fishing boat, the last ones built up to WW1. DIAMOND is a replica of a smack yacht, in fact the 1922 smack yacht "Secret". A gaff cutter has a sail plan with a jib out on a bowsprit, a staysail in the triangle between the mast and the stem head, and a 4 sided main sail with the gaff spar along the head of the sail. Most set a topsail above that when conditions allow.

What is smack yacht?

In Victorian times wealthy owners did not sail their own boats, but hired fishermen to skipper and crew them for the summer racing. This worked out well since fishing boats would lay up in summer, and fishing is very much a winter occupation: the cod and herring come south, and the nets do not fill up with jellyfish as they can do in the warm season.

The Victorian yachts settled on a design that had a straight plumb stem, deep forefoot, long keel, as all boats did in those days, and a counter stern. That is a long stern that overhangs and rakes

The Essex fishermen in particular were so impressed with the performance of these yachts that they had their new smacks designed in similar fashion, giving rise to the famous Colchester Smacks (CK registration). These boats were often beamier and were ballasted down very heavily, which could be done with a counter stern as it did not increase drag which certainly occurs with a partially immersed transom.

Smacks came in three sizes on the Essex coast:

3rd class, 30 to 35 feet on deck, 8 to 11 tonnes, river* and creek oyster dredging,

2nd class, 40 to 50 feet on deck, 13 to 18 tonnes, stowboating and trawling.

1st class, 60 or more feet on deck, scallop dredgers, working the Dutch coast and down channel, cod fishing off Iceland in winter with long lines, 40 to 60 tonnes and usually ketch rigged.

*The East Coast "Rivers" are estuaries, The Crouch and Roach, Suffolk Ore/Alde and the Deben: 150 to 600 metres wide, The Stour and Blackwater 2000 to 7000 metres wide, The Colne and Orwell somewhere between. The Creeks are 100 to 400 metres wide and the smaller ones dry out at low tide. All are very much narrower at low tide.

Smack Yacht?

As yachting became more popular and people of less means sailed their own boats, they looked at the handy and seaworthy smacks, often buying and converting the smaller ones as they came out of fishing, but the demand gave rise to the Smack Yacht, a bit smaller still.

SECRET was built at Paglesham on the river Roach in 1922, 28' on deck, 8' 6" beam, draft 4', about 5.5 tonnes. My Yacht DIAMOND, using Secret to form the mould, is the same. Both are still sailing.

Jesse OKE is notional 1/8 scale, so 29' on deck, but she is a much deeper and beamier boat and would weigh 11 tonnes in scale, twice the boat for the same length. 1/8 scale is of course linear, sails in the scale are a 64th of the original area, and mass is just 1/512, so JESSE OKE, weighing 50lbs, would be 11 plus tonnes in full size.

DIAMOND has a fibreglass hull with encapsulated lead in the keel, about 2 tonnes of it. The decks, bulwarks, stanchions, rail, coachroof, mast and spars are all wood, and the sails synthetic canvas. I used her to calculate all my spar and rope diameters, block sizes etc. The ropes looked too thick on the model, so I went down a size. As a consequence I re-rigged the yacht in a size smaller throughout, and she sails better for it! The downside is smaller diameter rope is harder to grip.

At 28', DIAMOND sounds like a bigger boat, but really she is the size of a 25' transom sterned boat. I sail her alone as there are only two berths, and anyway organising crew at short notice and long range is a hassle.

Alice & Florrie

At anchor for the night





The 1912 Edwardian Yawl

DUET, 50', 16 tonnes, overtakes us in the Wallet.

ALICE and FLORRIE creeps along one January morning. Shot from the dinghy, had to row hard to catch up! Probably going trawling.

ALICE & FLORRIE LO222

Prior to owning DIAMOND, we had the 1905 Leigh Cockle boat ALICE and FLORRIE, for 23 years, 85 years old when we bought her and 108 when we sold her in 2013. 32' on deck, 10' beam, about 10 tonnes at a guess. We had many wonderful weekends and holidays on board and it was an absolute privilege to own and sail this old timer.

Of course it was masses of work and expense and the only way we could afford the maintenance and improvements was to do it ourselves. 50% of all the time spent on board was spent in maintenance, but we used to enjoy that as much as the sailing.

Such an old fishing boat was very knocked about, with leaking decks and wood that was rarely dry enough for paint to stay on for more than a year or two, although the original lead paint on the many original timbers was impossible to get off!

ALICE had several flax and cotton canvas sails, and the ones that were cutched red used to get very warm when set, even in October sunshine out at sea, with cool air flowing over them.

Tacking involved pegging the tiller to sail straight, and going forward to deal with the jib and staysail sheets, and everything about her was hard work. She set a topsail on a topmast, and if there was too much wind, I would go aloft and strike the topmast (send it down to it's vertical stowed position). It was wrong to sail about with a bare topmast, it should be brought down on tackles to sit upright in front of the main mast. This was a straightforward job at anchor, but to be avoided in a lop underway out at sea, the motion up there is a lot more than on deck!

After an old friend, Dick Churn, died, and my wife Shirley was finding the life testing and a little daunting as she matured, I used to sail ALICE alone, winter or summer. It became a straightforward routine but one did tailor activity accordingly, avoiding reefing whilst underway by starting with a modest sail plan and adding to it out there if necessary.

In fine weather ALICE & FLORRIE was proper ladylike, but in strong conditions she could be brutal, and was unforgiving with errors of judgement.

When we were younger and fitter we used to race her, and she won some prizes, but she was just a delight to go exploring in the rivers and creeks of the East Coast. Both these boats have solid fuel stoves and this makes the winters quite pleasant down below.

Anchored in a lonely creek, with only the birds and seals for company, a lively fire, hot dinner, and half a bottle of wine in the evening, after a strenuous day in the cold fresh air: well, heaven will have to go some way to beat that.

To give a feel for the experience, I have included some extracts from the Log of DIAMOND. Regrettably I never kept one for ALICE & FLORRIE.

**A third class smack
DOROTHY
in sail**



TO THE ORE/ALDE AND BACK

Tuesday June 19th (2018)

This was to be a good one, with the main chance for the Ore, 35nm up the coast, and a difficult entrance, but very beautiful and worth the effort.

A big high was fighting its way in and set to stay. HW 17.30, F/cast SSW 4/5. At the hard 13.30, out the creek 16.30, anchored Pyefleet 17.30. A pleasant evening. Bent on the big jib, staysail on singled sheets, and one reef in the main.

20th

Up at 04.15, away under sail 05.30 but engine assist was needed to clear Colne Point in one tack. Lumpy in places and dipping the bowsprit, forecast SW 4/5 increasing 6 at times veering NW 6/7 later. HW 06.15.

Colne Point 06.20 bore away up the coast, engine off. Clacton Pier 07.15, Walton Pier 08.15. Gybed just before the pier to come on to 030 compass.

Hove to in Pennyhole Bay for essentials. Crossed the Harwich/Felixstowe shipping lanes at "Deane" port hand buoy at 09.15 with the Stena ferry moving out in the Stour. I wondered if the starboard pair to Deane is called Torvill?

Rolled on to Bawdsey Haven and not far past hove to to take the 2nd reef, as much to delay the passage, but I was soon to be glad of this reduction. Also furled the big jib and didn't use it again.

Sailed on with a tight sheet despite heading downwind, this to reduce speed as we could not get in over the shallow bar until the flood tide made a bit in the bay. The wind was building considerably and likewise the sea. worse it was more S than SW so blowing into the Ore entrance. None of this was good. Arrived about 20 minutes early with the river still pouring out, arguing with the building sea outside. It was a now or never moment, hardly the right frame of mind to enter or leave this shallow, turbulent, and dangerous place.

As we reached the bar under sail, the waves were curling and breaking all around, giving the dinghy towed behind a hard time. DIAMOND scraped the shingle bottom 7 times on the way in but kept going straight. This was very marginal. Having gained sanctuary, now the issue was to avoid crash gybes, and the wind was really saying take a third reef, but there wasn't room. Progress against the last of the ebb was never ending. Even at Orford the flood had hardly caught up with us. Heavy gybes were the order of the day to get through the moorings at Orford, with more at every turn of the river Alde (the Ore becomes the Alde above Orford).

Eventually the wind said, "round up and anchor, and down sail", which we could do now that the tide was going the same way as the wind. We dragged until more chain was veered to get a convincing grip. It then occurred to me we could continue under staysail alone, so anchor up, and amazingly made 5 knots over the ground with just 70 sq. feet pulling nearly 6 tonnes.

The engine went on before the moorings at Slaughden Quay, the staysail down, we motored to a berth between Westrow and Stanny Points, tucked in to ride out that strong NWesterly soon to arrive.

It was certainly blowing and I was glad to be here. A very late lunch and later a pleasant evening in the loveliest of surroundings, with only myself for company, no other occupied boats in sight.

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After a couple of pleasant days in this river, it was time to get out:

23rd

I did ought to get out today if possible. Yesterday I would have had a smart but gusty NW to take me home, but today there was a chance of a brief NE, if it would only let me out before it arrived. I was running out of edible food. Once again exit is best accomplished on the first of the new flood pushing into the entrance to give sufficient depth to get over the bar, and before the flood builds to a speed that is almost impossible to motor against. Leaving earlier whilst it is still ebbing strongly is very inadvisable. One mistake, finding a shallow patch in these conditions, could roll the boat.

I anchored close to the S end of Havergate Island to get wind and tide together, and here managed a second coat of gloss black on the starboard bulwark, hoping it would be dry enough for the seas outside. At 15.00 motored downriver, I had decided to set sail if required outside, expecting a smooth sea. As the anchor came up that NWesterly finally died, to be replaced suddenly by the NE, a convincing breeze.

Headed downriver. My previous thoughts of delay and anchor down at the mouth to wait for more water now tempered by the fact that if I didn't get out soon this NE would kick up a sea from just where we didn't want it.

The river tide was about done just before Oxley, the outer buoy, and the engine needed full throttle to punch the new flood, the wind and sea now a good F4, lumping into the entrance. However there was no breaking swell today on the line from Oxley to the Haven buoy out in "deep" water, so we powered onward. Didn't touch, what a relief to make deeper water. Made a good offing then set about making sail. I had chosen 2nd jib, whole staysail doubled sheets, and single reefed main.

Things were going quite well until I found an awful knot in the 100' mainsheet. How could this be? It was not a thrown loop, and I had to unthread the whole length and pass it through 2 or 3 times before all was clear, the while motoring slowly to windward with the tiller under the crook of my arm trying to steer straight in the lop.

Finally round on our course and all sails drawing, engine off, at 15.30. Jubilant, I phoned Shirley saying this was the quickest I would ever cross Hollesley Bay. It is always such a lovely easy sea here and we were creaming, but by 16.00 the wind had died utterly and the engine was on giving 5 knots. I intended to make Brightlingsea tonight if I could. HW there about 21.15, so no time to lose before the ebb set down again against me.

Now we were approaching Bawdsey Haven, and soon the shallow plateau with awful confused seas off Felixstowe. A little breeze was developing, at first so weak it was from ahead, but gradually presented itself from about SSE, with a matching lumpy swell. There was clearly more wind from this quarter somewhere ahead, or had been until very recently.

The engine was off again as I intended to sail if I could, now only able to make Walton Backwaters. We were down to 4 knots and the chance for Brightlingsea was slipping away.

Carried on like this until the shipping lanes, crossing about 17.00 with nothing moving. Observed a smack coming out of Harwich and heading NE under sail. Identified this as "Transcur", a real old timer, with Clare and Pete Thomas.

Suddenly I felt a breeze behind my ear and the mainsail kicked, a good breeze from behind! The North Easter was back and now Transcur was having to beat into it.

Snap decision: - luff up, ease sheets (how often can you say that?) and head for the Naze, forget Walton Backs. DIAMOND leapt into life, her rig straining, but her clean bottom and eased sheets had her romping over the waves, heading for home. How long would this last? Every time it eased a little I said, please don't fade. It seemed to take an age to cross Pennyhole Bay but we were doing 6.4 knots steady and now committed.

Disconcertingly the turbines on The Gunfleet sands were spinning to a S or SW (the wind sees clockwise), and a swell and waves from that direction were still very evident. Which wind would win? we needed our fair wind, we could never beat (tack) our way to Brightlingsea in time and would have to stay out all night. This situation kept up until well past Walton Pier, 18.00. The NE was putting white caps everywhere, top of F4, but I did not want it to reduce, and I was not for stopping to reef, or stopping at all.

Sailing as far off the wind as I dare, course 210 compass, I hoped that one hard gybe close to the Gunfleet, about 4 miles out, would give me the slant to clear Colne Point without another two gybes. When it came to it there was a trawler fishing ahead, and I was unclear which way he was going, and anyway they often turn about to cover similar ground. I would have to gybe a little early to keep clear. On a very tight sheet this passed off well, the rig not complaining too much.

Clacton Pier on the beam, about 3 miles away, 19.00, now the long slog for the Point. From there we could lay the course even if the wind did slam into S or SW, and we could make over the ebb if necessary. Steering took maximum concentration as the hull corkscrewed through the following seas, but as the coast was slowly closed, this did ease a little and I think the wind was losing some of its puff. Speed down to 5.4 knots at times, otherwise, mostly 6.4 knots.

The 5 turbines on the Tendring shore had the NE breeze, but still the Gunfleet turbines spun to the S, although now some were cranking round to NE. What was going on?

Well my best guess is that the NE was cool off the sea, so heavier, and therefore ran under the Southerly, pushing it upwards. Once again, wind turbines are telling me that wind is layered, but it is surprising to realise that a different, and probably more important wind, is blowing just 200' above where we are sailing.

Rounded Colne Point 19.50, 50 minutes from Clacton Pier, never done it so quick, the wind now easing a lot. Hardened up for the fetch into Colne and anchored in the outer Pyefleet (opposite Brightlingsea) at 20.00 exactly, with an hour and a quarter of tide left, the breeze now fading away. Had the sails stowed and dinner cooked and eaten, before HW. Turned in at 22.00 and slept until 06.30. I would go up to my creek and mooring on the next HW.

That was one of the best sails ever. The whole 5 days, sailed almost 80 nautical miles (94 miles), and never had to beat to windward once.

I should record that XC Weather had given a brief NE for mid afternoon at Aldeburgh, but about 6 hours of it and a little stronger and later in the evening, off Walton Naze. That is pretty much exactly what happened. PredictWind had said a light SW all day, and perhaps it was 200ft up!

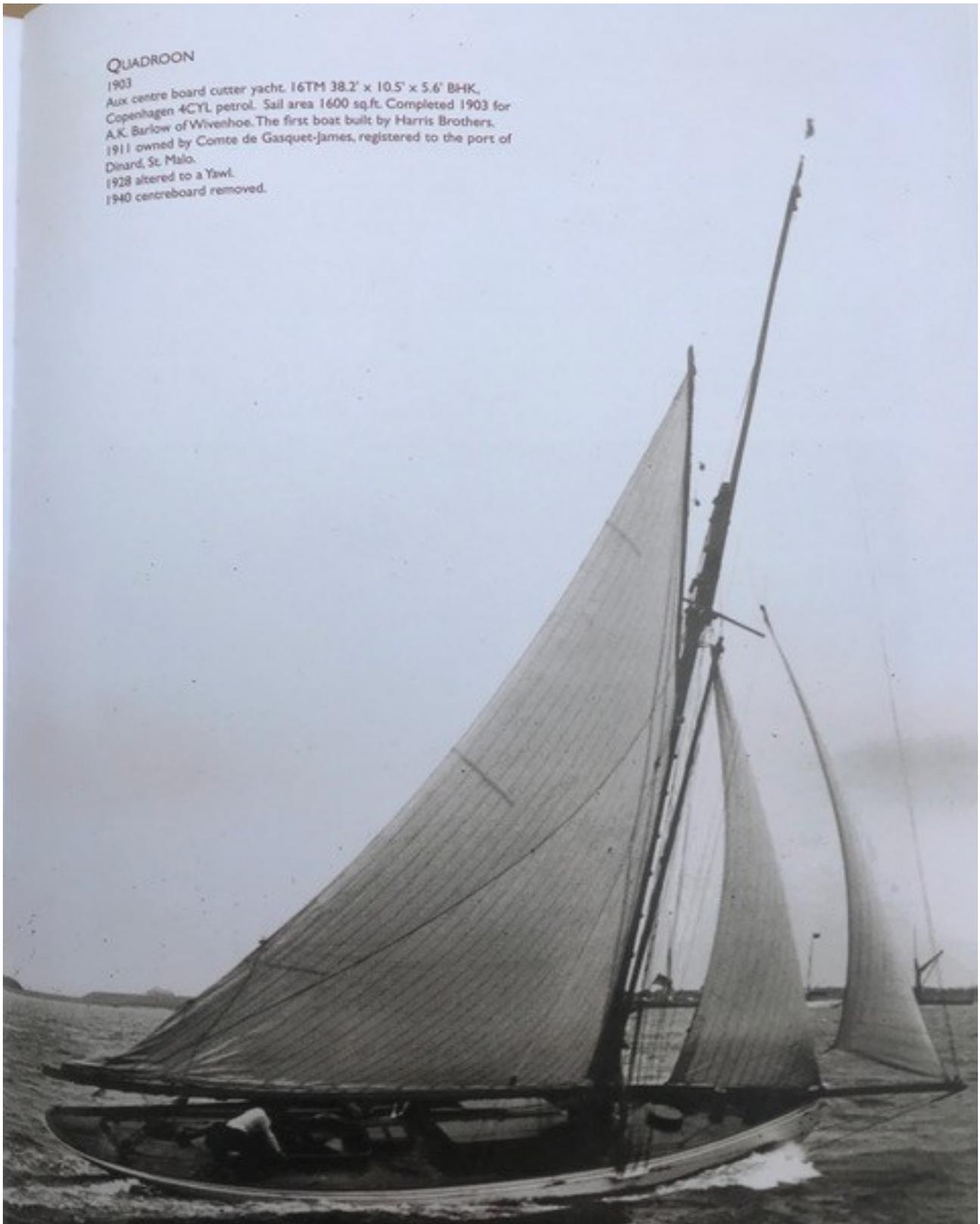
Oh! and the new black paint survived and was fine.

Tony Judd

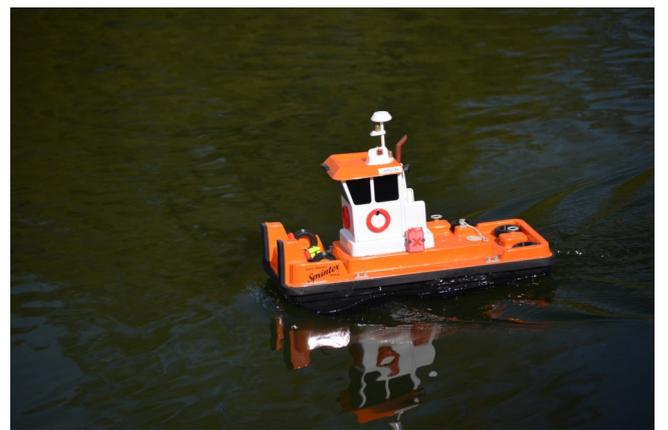
Many thanks Tony for a wonderful report on your full size boat, I think most of our members will be green with envy when they find out that you have a full size vessel hidden away. I know I am.

Alan

Victorian Yacht (almost) reefed for a breeze, topsail off and 2nd jib



April sailing at County Hall Fun in the sun for all Can you spot your boat



Many thanks to Brian Waters for the pictures ... a great job I'm sure all will agree

Straight from the cameras of Crimewatch UK A selection from the rogues gallery



Now on a serious note Club rules for your attention

Following a meeting with the County Hall site management would all members please adopt the following procedure when sailing at County Hall.

Display your car sticker when arriving at the barrier and wear your membership badge when on site.

Do not obstruct any of the access roads or block in any official parked vehicles.

Do not park on the hatched area near the pools. Unloading is allowed but please move off immediately after unloading. Parking on the double yellow lines is fine.

Any free bays are specifically for use by members with mobility problems.

Do not block the public right of way alongside the pool.

Your cooperation is much appreciated.

Trevor Coveney
Chairman.

And a reminder for sailing at Lakeside

Hi Alan can you also put in a note from the secretary to explain that the report of dog poo at the pools was investigated by the Lakeside staff and their resident poo expert, on examination, found it to be swan poo.

It might also be worth reminding the members once again of the rules for sailing at Lakeside as it seems some members are still unaware of the requirement to wear a lifejacket.

Thanks Graham

So it proves that some people do know their S**T

These rules have been set by the University. It is therefore essential that we follow them:

- 1. Always wear your club badge, and display your car sticker when you are on the Lakeside site.** Our agreement with the Lakeside owner requires us to ensure that all our members and their cars are positively identified as DSMBC visitors.
- 2. Anyone launching, sailing or retrieving a boat on any of the pools must wear a lifejacket.**
Many members have their own, and they are available from outdoor shops or the internet at reasonable prices. Alternatively you can borrow one from the store behind the main building. Make a mental note where you have taken it from and be sure to return it to exactly the same place. If the store is locked, find a member of staff.
- 3. Car parking at Lakeside should, as far as possible, be on hardcore areas.**
If the hardcore area at the small pool is full, park on the grass as close as possible to it.
- 4. Do not drive to any other point on the edge of any pool.**
- 5. Whichever pool you sail on, there must be at least one other person with you who can offer or summon help if you get into difficulty.**

Droitwich Spa Model Boat Club Safety Rules

Updated December 2017

The payment of your membership fee confirms your willingness to accept and observe these rules.

1. Any type of model boat may be sailed at our regular club venues (County Hall and Lakeside) with the exception of those powered by internal combustion engines (which are prohibited by local bye-laws) and by rocket or jet engines (which are prohibited by our insurers).
2. Boats must be sailed at all times with due regard for personal safety and for the safety of other members' boats.
At County Hall: Between the times of 10.00-10.15 and 11.00-11.15 operators have the priority to exercise their electric boats at speed and other boats must give them space to have their runs. At all other times electric boats must temper their speed in line with the number and type of boats on the pool. **At Lakeside:** Fast electrics may be used at any time but in a separate part of the lake well away from the rest of the fleet. The area is to be designated on the day by a committee member and will be dependent on the prevailing conditions of wind, water, number and type of boats. Pre arranged club events such as the Plank Race will have priority.
3. 'Free running' boats may be sailed only when there are no other boats on the water.
4. Owners of large boats are required to provide adequate and safe means of launching and retrieving them e.g. by means of trolleys, frames, belt loops etc. When launching boats from the floating pontoon/jetty at Lakeside members must wear an approved life jacket or buoyancy aid (these are available from the activity centre). This also applies when members are in the water launching or retrieving boats.
5. Most members use 2.4 GHz radio gear, but the use of 40 MHz or 27 MHz gear is also permitted.
A peg-board is usually provided for 40 MHz and 27 MHz users. Please attach a peg with your name on it to the appropriate place on the board before you switch on, and remove it when you switch off. At sites without a frequency peg-board, check with other operators that your frequency is clear *before* switching on your transmitter.
6. All telescopic transmitter aerials must have some sort of eye protection on their ends. A plastic 'practice' golf ball or a sphere of foam rubber is ideal for this purpose.
7. Every care must be taken to avoid our activities inconveniencing members of the public. In particular, don't obstruct pedestrian routes with models, tool boxes, launching trolleys, unattended chairs etc. At all times be polite to members of the public and responsive to any reasonable request from them.
8. Keep your boat away from wildlife; its right to be on the water is much greater than yours.
9. You are advised not to sail on your own; a minimum of two people should be present. In this way, if someone gets into difficulty (for example, they might be taken ill or might fall into the water while launching or retrieving a boat) there will be someone present to offer or summon help. Note that when sailing at Lakeside our agreement with Worcester University stipulates that a minimum of 2 people **must** be present.
10. Don't take chances when attempting to retrieve a stranded boat. Summon help from others; a rescue boat, line or telescopic pole may be available. Your boat may be valuable but it is worthless compared with your life.

11. Security is an increasingly important issue for our site owners, so **always** wear your club badge in a clearly visible way, and ensure that your car has a DSMBC car sticker clearly displayed on its windscreen. Lost badges will be replaced on request.

12. The flying of model aircraft is not an activity consistent with the aims of the club as described in the club constitution. Therefore the flying of model aircraft is not an activity supported in any way by the club at club sailing events or venues.

13. If you observe any club member failing to comply with any of the above rules, you have an obligation to bring non-compliance to their attention. Please do this in a friendly and supportive way. If non-compliance continues please notify any committee member.

The payment of your membership fee confirms your willingness to accept and observe these rules.

DISINFECTING BOAT HULLS

In order to do our bit to prevent the possible transfer of blue-green algae from one site to another, please **disinfect your boat hulls** before and after you sail at any site. Antibacterial wipes or spray will do the job, or alternatively a suitably diluted disinfectant solution (e.g. Dettol, or similar) in a pound-shop spray bottle, then wiped dry with kitchen roll would do the job admirably. Please note that this action is a requirement, not a request, so please come prepared!

Learning to use an Air Brush

By Roger Atkin



The training room at The Air Brush Company



My previous experience:-

Many years ago in the last century I built my first radio controlled model Aeroplane. To finish it I had to paint two large white rectangles on the wings before applying a decal, then spray the whole area with fuel proofer.

A trip to Worcester Model shop in the Tything (remember them) gained me a Single Action Syphon type Badger Air Brush, a small diaphragm compressor with no tank (A Denis special offer) and an Aerosol spray can of Flair matt white paint. As this was early in the year, cold outside. I decided after carefully masking off the wing it would be a good idea to spray the white in the warmth of the kitchen. Fortunately Chris had gone out for the morning, so after a few minutes with the Aerosol can I had two lovely white rectangles on the wing with no runs in the paint. Feeling quite pleased with myself I looked up from the model to see a white mist of paint all over the kitchen table, work surfaces and floor. This took me the next couple of hours to clean up, thankfully before Chris got home. (Don't show her a copy of the newsletter as she still does not know).

A trip into the garage to fuel proof the area provided its own fun! Holding the wing in one hand, the air brush in the other and with one foot on top of the compressor to stop it wandering round the floor like a dog on a leash, I struggled to keep my balance. Despite the fuel proofer being spattered onto the decal after a few coats the finish was acceptable.



My next spraying escapade was the hull of my Micro Magic yacht. For this I used automotive spray cans of primer and gloss paint. While this was quite successful on the hull but it used a lot of paint and coloured much of the interior of the garage.

Just before I retired I decided to purchase an Iwata airbrush and compressor from The Airbrush Company for future projects.

After reading an article in the Model Boats Magazine and a subsequent visit to the International Boat Show at Warwick, I bought my first wooden power boat kit. The Fairy Huntsman 31 from SLEC, which would need to be spray painted. No more spray cans! I unpacked the equipment and all the air brush cleaning cans and thought "Where do I start?" "What type of paint?" etc. I knew I needed to practice before painting the boat. Too much work had gone into the hull to

mess it up with a bad paint job. I looked on the Air Brush Company website (www.airbrushes.com) and found a one day course for beginner's stage 1 for scale models on 6th March. A quick phone call and I was booked in,

The company is based in Lancing West Sussex. The course started at 9-00 am so my wife Chris suggested I book in a hotel and travel down the night before. Which was a great idea as I went round the M25 without any hold ups.

The course was run by Robin Carpenter. He had a career in the Royal Navy before moving into the aviation industry painting full size aircraft then setting himself up to teach people how to paint models. He says it's a question of scale but the principles are the same. There were four of us on the course with different modelling backgrounds, plastic kits and trains. We were asked to take a model with us to spray, Alan (Assistant Editor) kindly lent me an old speed boat hull, and I had flatted back an old nylon covered fuselage. The others had taken a 00 gauge train open wagon, and an Airfix model aeroplane and parts from an old plastic kit, so I left my much larger items in the car and used small plastic parts provided by Robin.

Things got underway around 9-15 with the most important thing first, coffee! Ground coffee available all day a sure sign the course was going to be good!! Seriously now we started discussing the different types of airbrush: single or dual action, gravity, side or syphon feed and the parts of the airbrush and what they do. Then onto Air supplies, Cans, Divers bottles and tyres and their associated drawbacks. Finally the different types of compressors: Diaphragm, wet or dry piston and their associated parts. The discussion was to determine which system would best suit your needs and thankfully I had bought the right one, (Iwata TRN2 Trigger Airbrush and a Scout series Jet plus compressor.)

We then had to do the health and safety bit masks, ventilators etc. for both preparation and spraying. (Good old HS but it made sense)

We then had chance to play with the different type of airbrushes, spraying onto paper trying different exercises. The paint was already prepared Acrylics which were used throughout the course. After seeing Robin's demonstration and my efforts, I need a lot of practice. I was surprised that I should be able to spray lines narrower than 1mm with the trigger airbrush.

Next we went through the cleaning process with the different cleaners and reamers. It would appear the blue is the hardest colour to clean. (Guess which colour we were using...). First rinsing in water, then using airbrush cleaner followed by spray foaming cleaner and finally reamer.

We then discussed primers with demonstrations on how to apply them and how important surface preparation is as this coat will show any blemishes in the surface, giving a chance to correct the problem before paint is applied. (After the demonstration we all had a go).

Lunch was next. This consisted of pre ordered sandwiches and snacks chosen when confirming our place on the course.

Paint types were then discussed: acrylics, enamels and clear coats. I was surprised that acrylics are not all water based, some have quite noxious fumes and not all can manufacturers paints be used together without causing crazing or peeling etc.

Mixing should produce the consistency of milk, leaving a film on the inside of the mixing jar. Adding 20% thinners is recommended initially as adding thickening agent can take many times more than the amount of thinners to get the right consistency. We then had chance to try coating some primed surfaces. Acrylics have the advantage that they can be force dried with a hair dryer in a couple of minutes ready for the next coat.



Masking techniques using standard cheap tape was demonstrated without any paint bleeding under the edge. This saves having to use the expensive stuff all the time. Other types of tapes and films were discussed.

Finally we went through Alciad II Metal finishes, how to apply them and the importance of the correct colour primer or base coat, which can be used to give different shading and weathering effects.

After the stage 1 course:

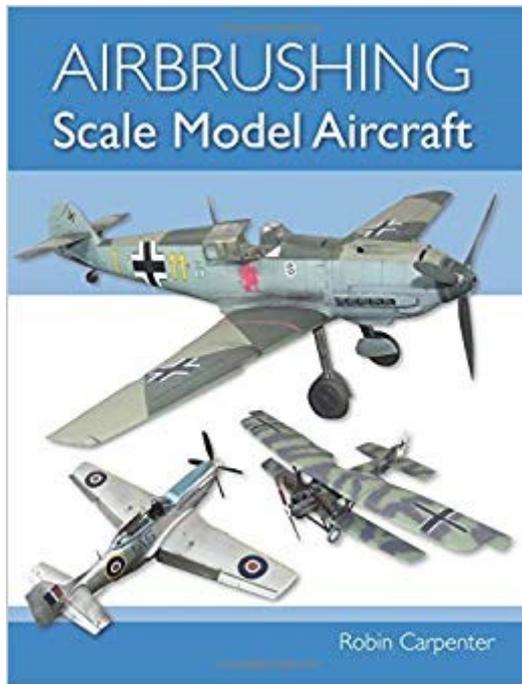
I felt I could go home and confidently start using the equipment I have bought.

I found that using a standard type airbrush gave me better control of the air/paint mix for some of the finer work but for larger areas the trigger type was better. (Guess who's now bought an Iwata eclipse airbrush)

I know I need a lot more practice applying what I have learned and assimilating the information I have been given before I do the stage 2 course.

I was impressed that I came out from the course the same colour as when I went in!

There was far too much information to put into this article, but Robin has written a book detailing everything we did called *Airbrushing Model Aircraft* which is a really good reference tool.



Robin Carpenter

www.121airbrushing.com

Many thanks Roger for an excellent articleI'm sure many of our members will be picking your brains on this subject and visits to the Halford's paint department will be a thing of the past.

Alan



Mike's Mutterings: early 2019

AKA "the trials of a scratch builder"

Viking Poseidon (VP)



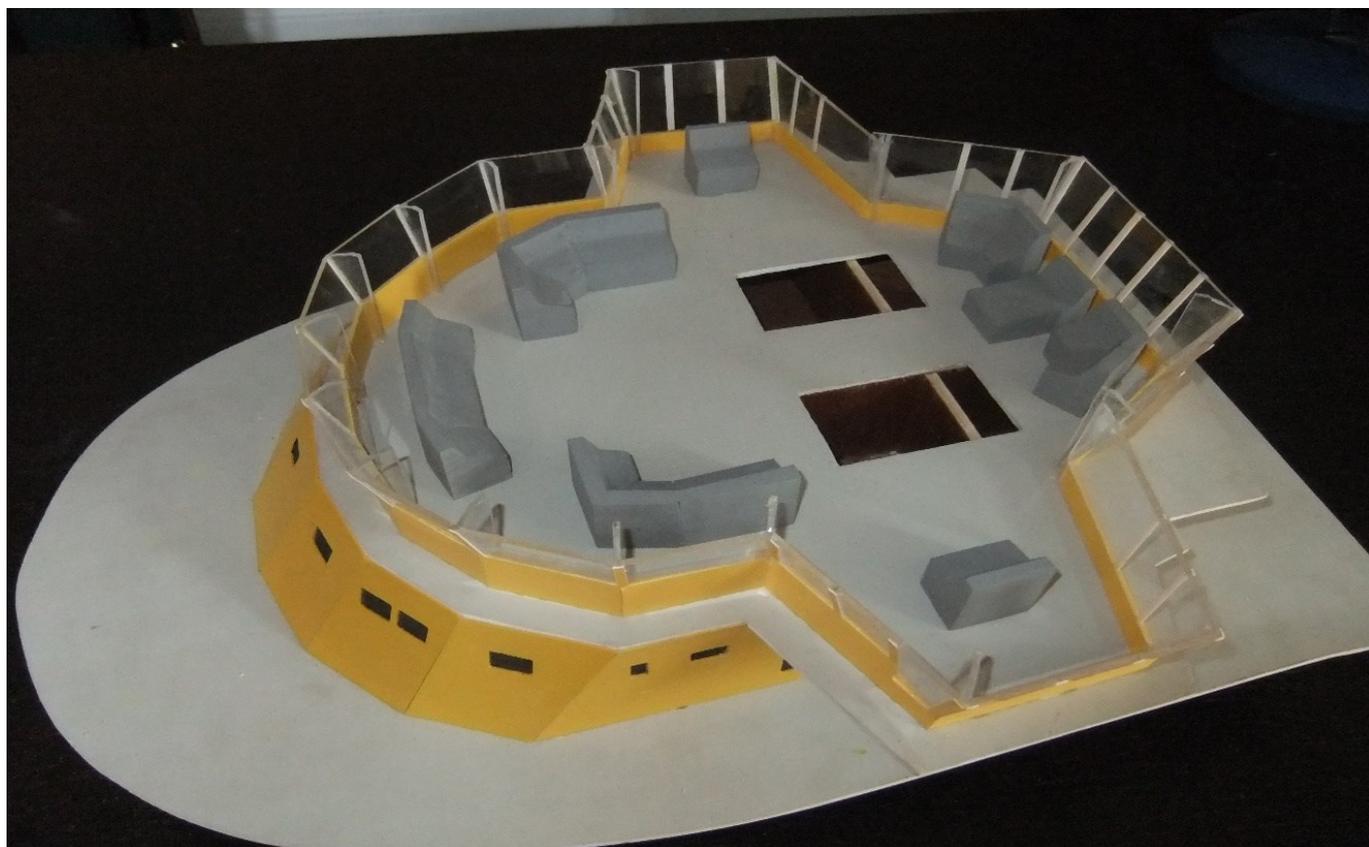
Now renamed Ariadne with a new colour scheme



The sneaky change of owner and name while I wasn't looking has actually worked in my favour because the white colour on the upper decks gives sharper pictures and better detail. I also stumbled upon www.marinetraffic.com which has a page dedicated to pictures of each ship so I now have a shortcut to search with. Good start eh!

So with the cold weather now set in Jacky took pity on me and allowed me to set up on my desk in the house, so work proceeds at pace without my extremities turning blue. I brought my table top bandsaw in from the workshop and the whole process of marking parts out and cutting them has sped up.

Consoles have been cut and shaped from hardwood offcuts, painted dark grey and mounted in the bridge. A good source of info for this has been TVs "Mighty Ships". Although not showing VP there have been a couple of similar specialist ships featured which helped.



A piece of 0.5mm plasticard was sprayed yellow and then sliced into 3mm strips and glued onto the bridge windows to form the window frames. Why does glue go where it shouldn't? Two windows had to be cut out and replaced because the windows were marked with glue stains and I just could not tolerate the mess. Ho-hum.

The bridge still looked deserted so I decided that before the deck-head went on and there was no access that crew members were needed. Off to eBay, and purchased 50 painted construction worker figures from China for the princely sum of £9. Six figures were modified and repainted for their bridge duties. This meant a few amputations and resetting of arms and legs to get the right pose, harsh but necessary. There are plenty more figures left over for the rest of the boat when it gets built.



FYI, on my Smit Nederland tug the crew are actually defecting German soldiers, their uniforms sanded down to look more like sailors, and the figures on my Robbe Atlantis yacht were formerly a Williams F1 pit crew.

I also completed the I-beam steel frame for the helideck, a mixture of ply and plasticard and the helideck itself.



Thus I've built up a backlog of parts that I can't install until any lighting has been fitted so work ground to a halt as my inspiration faltered, the weather improved, outdoor jobs beckoned and the builders arrived.

That's when I invited Tubby and Big Trev over for a meeting to get some inspiration. By the time they left my head was spinning with ideas. At their suggestion a Huina 1350 model excavator turned out to be the ideal donor vehicle for the functioning main crane. At only £35 it was a no-brainer. Gotta play with it first of course, this was the sort of toy I'd have given all my sisters pocket money for as a kid!



Also I could now get back into the workshop as it was warmer this also kick started work on the aft deck, I remade most of the bulkheads as the design evolved and measurements were tweaked to accept the crane.



And yes, that is a piece of plastic down pipe to form the base of the crane (hopefully)

Coming along nicely Mike, well done, but all those angles have made my giddy Really looking forward to seeing what you do with the deck furniture and of course to seeing it completed and on the water.

Alan



VIKING KNARR

The build of a 1:16 model Viking ship by Nige Dale

Intrigued with the stories of the Vikings since I was a young boy, starting from counting the seconds between Thor striking his anvil, causing the lightening flash, and the sound of the thunder of his hammer striking, (to see how far away he was) to the slim fast boats which took them all over the known world and beyond, has never really left me, and I am still captivated by it all. Those of us with a sense of fun, and a black sense of humour, can probably blame that on a Norse ancestry. There are some who would blame the Norsemen for a lot of perceived ills of that time, from a comfortable, and modern point of view. But what they achieved with the technology of the times was remarkable, and the legacy of their social structure is still with us today.

I have always wanted to build a model boat of the Viking era, and like a lot of things never really had the time to get round to it, with other things getting in the way, like life, for example.

Being dragged around the shops (as one does on occasion when adopting the stance of a dutiful husband) we entered a charity shop to see what other people had thrown out, to be passed on to other people willing to pay for someone else's cast offs. Trying to offer the illusion of interest, whilst waiting to go to the next venue of retail, I spotted a venetian blind made of wood, rare these days so I went and had a look. The slats were about an inch (25mm) wide and about 1/8" (3mm) thick, and quite pliable. So for four pounds and a quip of "what are you buying now?" I brought the blind, and put it in the shed, that was three years ago. In all fairness my good lady rarely questions what I buy, but the knowing look as if to say "he is up to something," is accepted as probably being right. A later query, of what are going to do with that blind, was answered by "may build a model boat, it seems good timber, I could give it a go". "haven't you got enough boats?" says the wife, well there is an answer to that, not really.

The next problem was what to build? Also; are there any line drawings from which to develop a model. My book on the Sutton Hoo Burial site was very useful, but surely that was not the only type of vessel around at that time? Then I came across the Skuldelev ships, discovered in the waterway of Peberrenden at Skuldelev, 20Km north of Roskilde, in Denmark, so the reading began. The information on these ships, from Skuldelev is remarkable. The museum has construct life size replicas, and sailed them to gain greater understanding.

Books have been written on the results of the research, every facet of the vessel design, wood, nails, sails has been investigated, replicated and documented. But, the thirst for knowledge goes on, and so does the research. The information on the usage, and internal detail of three of the ships of Skuldelev, which were deemed "cargo" is limited, as these three vessel are the only ones to date that have been discovered. I decided to attempt a Knarr, which was the largest of three non-military ships discovered, and with a good model within the museum to help the construction.

I took what line drawings I could find, and laid them out using a computer design program. This helped me determine the best place to put the shadows for the construction. I also wanted to put an extra strake in the hull to give me room for extra ballast, and also to accommodate servos for the sails. The rudder, I have yet to think about.

The building of the model Knarr

The reconstructed excavated ship in the Roskilde Viking Museum is a magnificent sight, and offers a lot of information at glance.



The model is equally impressive, and offers a layout for the interior of the ship. The full sized replica is magnificent.



Working outside offers a challenge in itself, as the weather often dictates when you can work. It is not a race and it has taken three years to get to this position, so a couple of weeks delay, here and there, should not matter that much.

The construction of a build frame to house the shadows was completed, and the shadow design allowed the removal of the model from the build jig when desired. The construction of the keel, stem, and stern was done with Mahogany, and finished in one piece. This I know this is not technically a correct method of build for a Viking vessel, but is what I am going to use for this construction.

The Build Jig



The build jig is upside down to the traditional way the Vikings built their vessels, but the practicalities of building a model following the methods used to build the prototypes would add further difficulties that really aren't necessary to achieve the final result. The slots within the shadows that are there to align the keel section with the shadows, and offers a place to hold the vessel the other way up on the initial build, prior to making a stand.

The Keel

The keel was made of laminated mahogany, and cut to the shape the computer design indicated would most probably work.





I cut in the Rabbet to the keel, (the groove into which the planks fit) and took the gamble that the principle developed within the computer design would be somewhere near. You can only hope.

The Hull

I fitted the Garboard, then the second and third strake. The hood ends of the strakes need to be scarfed so the hood ends of the strakes do not seem to overlap when fitted to the stem, and stern post. This makes life interesting when working outside with cold hands, in the winter. But regardless of the working conditions the planks/ strakes look nice when finished.



As progress is one strake at a time either side, you have time to contemplate the speed in which they used to build these vessels, using the tools of the time, and waiting for supplies of parts from others, nails, rope, clinch plates, etc. The construction time was probably (as indicated by museum reconstruction) about two years, and used for only a dozen years at sea.



I digress, the fitting of the strakes continues at a slow rate, but over a few weeks the hull starts to take on the shape that the Vikings are famous for.



On removing the hull from the build jig, and turning it the other way up, it can be inserted into the slots in the shadows for the keel. But, soon I will have to build a proper stand for the boat. The holes in the stem, and stern posts are for location dowels to help hold the hull into the build jig, and will be removed when the need for the holes is no longer required.



This hull is extremely light, so it is very easy to understand how the speed they achieved was done through this hull design. The shape offers a small displacement which assists the speed potential, but limits the carrying capability when compared to the shape of the Cog. I have realized that the length of the keel section in ratio to the plank size will not enable me to introduce a straight section to the middle of the vessel, and will have an elliptical profile when viewed in the plan elevation. Slightly disappointing, but I will continue to see what evolves as a final shape of hull.



The Knarr, (from the examples found) were about 15 meters long, and 5 meters wide, with a crew of 6-8 men, propelled by sail and/ or oar, attaining a speed (from trials of the museum replica Ottar) of about 13 knots. The Knarr is estimated as having a carrying capacity of about 24 tons. Whereas, the Cog, which may have been derived from the Knarr, had different qualities.

The Cog, (from the examples found) were about 15-25 meters long with a beam of 5-8 meters, crew size not determined, and slow at about 4-8 knots, but the carrying capacity increased to about 200 tons. The first record of a Cog is 948 AD, and spanning the centuries until the fifteenth century. The Cog most probably had a side oar/ rudder in the earlier examples as the first record of a central rudder is 1240 AD.

The other two cargo/ trade vessels found at Skuldelev, were;

- 1 The Byrding, of about 14 meters, 3.3 meters beam, with a speed of 10 knots, and a crew of 5-8. The similarity of the vessel dimensions to the Knarr, is obvious, but for the archaeologists, and the museum to give the vessel a different name indicates some constructional variances beyond style.
- 2 The Ferji, of about 11 meters in length, and 2.5 meters beam, speed unknown and a crew of 5-15 men. Possibly an inshore trader or fishing vessel.

I am always aware of the comments offered me by a boat builder in Yorkshire, when researching the Cobble. "They may look similar, or the same to some, but they are all made to the needs of the owner and how he wants to use it". So with that knowledge, I will continue the build.

As the planking of the hull was getting near completion, I realized that I should have not cut so much of a rabbet in the keel section. So I added half strakes to the fore and aft sections to fill the rabbet.



I now realize that the vessel is now moving away from what the rivet (or in the case if Viking era vessels clinched nail) counters may deem as a proper representation, so perhaps the vessel should not be a Knarr, but a Nay. Anyway the main task now is to finish the vessel, and see if I can get it to sail.



The stand for the vessel is made from recycled timber, as is the planking, so far all I have purchased is the mahogany for the keel, and the venetian blind. The nails are left over from building the Cornish Lugger I have. The Oak I have for the internal frame works are offcuts, as I intend to keep the costs down as much as possible. However there is an idea I may pursue, which might cost a bit, but that is in the future, as I am nowhere near the time when that potential may be considered.

Once again another superb build from our Welsh correspondent Nigel Dale, can't wait to see the finished article and to see it sailing in a Welsh harbour somewhere.

Alan



VINES PARK Club Display

Sunday, May 6th saw a cold and dull day for the club display for St Richard's Hospice at Vines Park, Droitwich.

Adrian, Vicky and Alex were there early with Tony Addison and Gilbert to set up the display, models were set up on tables and we awaited the crowds.



Compared to events in the past, it was noticeable that there were not that many vessels on display, due to the fact probably that Steve Workman was on his honeymoon, Tubby and Pam were in Cornwall and that some members were still away or busy with their families.



But then Andy and Ann Pickering arrived with a flotilla of boats, six in total, to add some umph to the display, many thanks.



**Pictures:
Ros Facer**

**Words:
Alan Gregory**



BROMSGROVE MODEL ENGINEERING SOCIETY

An evening with the train guys

May 29th saw the guys, gals and the kids from DSMBC gather at the Avoncroft Museum near Bromsgrove for an evening playing with both steam and electric trains.

Most of us gathered at around 6.15 p.m. on what had been a horrible rainy day, but by the time we arrived it had ceased.



Here we can see a couple of the steam engine drivers getting their boilers up to pressure, using a fan to draw the air through the firebox.

They then fill the water tank, stock up with coal and spend around 20 minutes oiling working parts ready for the evenings work.



Tony Gardener brought along his radio controlled electric powered steam loco to run on the large garden railway layout







BODENHAM ARBORETUM

June 9th

Our first display day at Bodenham this year, and the weather looked good for a change.

Pat and I got to the Arboretum at 10 a.m. to find that Adrian and Alex had already erected the gazebos, Andy and Graham plus Ros and Keith were also early attenders. Soon, the rest of the gang arrived and boats were put on display.



Not a lot of wind to sail, but at least the sun was out and the banter had started.



Our chairman in relaxed mode.

Time flies when you are enjoying yourself, and it didn't seem long before Liz Draper asked what time the table was booked for A quick discussion and we finalised on 12 noon 'ish. 17 hungry souls sat down to either a carvery (yum yum), turkey or beef baguettes, those not tucking in looked after our stand and answered questions from the general public.

It was at this time that the heavens opened and the rain poured down for about 20 minutes, when bellies were full, as if by magic, out came the sun again and sailing commenced.



Frank Smith, one of the clubs founder members came along to visit the display, at 97 years old he has unfortunately lost his sight, but wanted to check out a lifeboat he built in 1986, he and the late Gerry Garner made the pilgrimage to the Southport Lifeboat Day every year, the first plaque on his boat stand is for 1989, the year after our club was formed. A grand old gentleman, who even now could teach us so much.

This model is available to loan for members wishing to attend Life Boat Days at other clubs, contact Alan Gregory for details, you will need to provide radio gear, esc and battery.

Already looking forward to the next display day, later in the year.

Alan



Bodenham
Arboretum
in the sun by
Pam Gardener



Well that's it for another quarterly newsletter Many thanks to the contributors, without your input this, and many other newsletters would not be possible.

Keep taking your photos!

Keep sending me snippets of news!

Building something Let me know!

If you have enjoyed reading this, perhaps you are a member of another club and would like the guys here to know about what you get up to Drop me an email at:

alangregory601947@gmail.com

See ya in the autumn