



Southend Model Power Boat Club

WAVEGUIDE

The Newsletter of the Southend Model Power Boat Club
Autumn 2013



Bow Wave:

Welcome to the autumn edition of Waveguide. Although late in getting started, this summer eventually proved to be better than we've had in recent years, but it's been such a busy year it's just flown past and I'm struggling to recall much of it. Nevertheless, we have a full round-up of events to remind us all what a good time we had. We also have the end of season results for all the boating competitions, together with features from three of our members, including a couple of first time contributors, writing about their current or recent projects.

Our cover picture shows Mick Goodsman with his Bristol Pilot Cutter 'Mascot', awarded 'Best-in-Show' at our Festival in August.

News in Brief:

Annual General Meeting: Enclosed with this edition of Waveguide you will find the notification for our AGM on the 3rd January. You will be aware that we plan to formally propose the adoption of the draft Club Constitution at the AGM. We've had feed-back on the draft from a few members and have consequently made a few minor revisions. In order to save time at the AGM, we have decided to issue a Final Draft of the document in early December. Consequently we would ask that if you have any comments you would like taken into consideration, please let the Secretary have them before the end of November. This will enable us to have a simple vote on the formal acceptance of the Constitution at the AGM. All the current committee members have indicated their willingness to continue to offer their services. It would also be greatly appreciated if as many members as possible could pay their subs at the AGM.

Access Ramp: We reported on the proposed access ramp in the last Waveguide; more recently we had a meeting with the Parks Department Technical Officer responsible for the project. In summary; despite our reservations, the project is to go ahead as originally planned. Apparently, due to constraints posed by trees and outfalls, there is no other possible location for the ramp. It is therefore to be located on the north side of the lake and will straddle the existing steps. However, although we will undoubtedly have to 'adapt' our current usage of the lakeside, close examination of the detailed plans that we now have suggest that the impact on our activities should not be too serious. Indeed, for the less mobile among us it should prove to be a positive benefit. As part of the project a wooden platform is to be built at the bottom of the ramp that will be six metres long by three metres wide; although it will have a low wooden balustrade around the platform it could actually prove to be a useful area from which we can operate our models. We have also discussed some other possible improvements that would have a positive benefit to all users, among which is the resurfacing of the concrete 'apron' around the north side of the lake. The obvious constraint is that of funding. The council have apparently obtained 'external funding' for the ramp project and as such the funding cannot be spent on anything other than the actual ramp. Not surprisingly the council say that there is no other funding

available for other improvements. So although we can make no promises at this stage, we are hopeful that there may be some other small improvements that will benefit all of us. The work is expected to commence before the end of the year.

Club Trophies: With the end of the year fast approaching and traditionally the AGM being time for the presentation of trophies; it would be appreciated if the current holders of the various ‘perpetual’ trophies would return them to Andy Seymour before the AGM (*even if it means you will have it presented back to you!*).

Club Annual Lunch: As mentioned in the last Waveguide, in response to requests from members, we are reviving the ‘Club Annual Lunch’ and have booked the function room at the ‘Halfway House Country Carvery’ on the Eastern Esplanade, for a Sunday Lunch at 13:00 on 12th January. We have negotiated a fixed price deal of £15 each for a two course meal, i.e. starter and main, or main and desert, with coffee. The carvery offers a choice of three roast meats, together with a ‘pie of the day’. There will also be two alternative main courses available. There is also a ‘kid’s meal deal’ available for £6. The room can seat up to fifty people so hopefully we should be able cope with all who would like to come. Now is the time we need a firm commitment and payment from those who would like to come. If you’ve not already done so, please get in touch with the Club Secretary as soon as possible to book your places and avoid disappointment. (*Booking form enclosed*)

‘Prototype Cup’ and ‘Go Fast Trophy’: We have to apologise that when we put the programme together at the start of the year this annual event, which is usually held at this time of the year, was overlooked. Consequently we will include it early in next year’s programme, probably in March. So you’ve got a few more months to get your latest creation finished and bring it along to show it off then. Just by way of a reminder for longstanding members, and for information to newer members; this is static judging of member’s recent models, usually following a short presentation by the member’s on their experiences in building the model. The ‘Prototype Cup’ is presented for the best entirely ‘scratch built’ model and the ‘Go Fast Trophy’ (*which has nothing to do with models that go ‘fast’*) is presented for the best kit or semi-kit built model.

Shoeburyness Model Railways and Hobbies show (Garons): Another reminder that this is our last show of the year over the weekend of 23rd and 24th November. This is a purely ‘static’ exhibition, but it’s generally quite a relaxed and sociable event. We appreciate that it’s not to everyone’s taste to spend the whole weekend sitting around at this show, however, it is perfectly acceptable to attend either Saturday or Sunday, or alternatively it would be OK to put your models on display on Saturday morning, leave them there and collect them again on Sunday evening. Members of the committee will be on site throughout the exhibition to take care of your models. We will try to provide passes for all those who wish to attend, but as usual passes are likely to be limited and are usually not issued until Friday afternoon. Indeed, we are now required to provide (*in advance*) a list of names of those attending, so please let the Secretary know as soon as possible if you are planning to attend.

Congratulations go to **Liam O’Herlihy** on being selected as the ‘*Featured Artist of the Month*’ for August 2013, by the Southend-on-Sea Art Club. A selection Liam’s work can be seen at: <http://tinyurl.com/qx34z8d>. Liam enjoys his ‘*not-too-competitive*’ sailing and is a retired graphics artist who works mainly in water colours. His work is described as ‘*A mixture of loose figurative and strict colourful abstract using graphics restrictions of his working career*’. The wealth and diversity of the skills and talents of our members never ceases to amaze me. Well done Liam.

We have power! Our grateful thanks go to **John Kingston** for sorting out the electrics in the Club Hut. John is a qualified electrician and does work for the local authority and has resolved an issue that has prevented us from using mains power in the hut for the past few years. We now have a safe to use mains supply and several more power outlets. This is just part of the overall effort to clean up and sort out the hut that was carried out by several members during the summer. Special mention must also go to Angela, Colin and Andy for all their hard work in transforming the boat house into a much more agreeable and useful area; where incidentally we can now make ourselves a hot drink.

Sixty Five years young: Not only has our club just clocked-up sixty five years, our dear friend and past club chairman **Graham Fright** also qualified for his pension this year and his good lady Hazel (*past club secretary*) made him this very impressive boating themed cake. Incidentally, Hazel recently underwent a hip replacement operation and by the time you read this she should be back on her feet without the sticks. We wish them well down there in Summerset.



New Members: Our membership has continued to grow over the past months; in particular as a result of our Festival weekend. We are pleased to welcome **Dave Hazle** into the fold; already know to many of us, Dave’s been a member of Grays Thurrock Club for many years, but has recently migrated east and having visited us on many previous occasions has now joined us. Next was **Ian Hulf** from Great Wakering who joined at Wings and Wheels in July, Ian has recently purchased a one metre yacht and is now getting to grips with rigging and sailing it; Ian was followed by **Jane and John Stokes** from Southend, they are new to the hobby and joined at the Festival, they are not too sure in which direction to go with the hobby as yet. **Bryan Aston** from Thorpe Bay also joined at the Festival and is currently scratch building an ‘Aerokits’ style ‘Sea Commander’. **Ted Phillips** and his Grandson **Kieran Walker** also joined at the Festival, they are new to the hobby and Kieran was rather taken with Ray Lloyd’s ‘Waverley’ but Ted has rather more realistic ambitions and is considering building a ‘Footie’ yacht; a wise choice I would suggest.

Soon after the Festival **Colin Gray** from Southchurch joined us, his interest is principally 'scale' and he has some experience in the hobby; Colin is also heavily involved in the Scouting movement. Colin was swiftly followed by **Raymond White** from Southend, who is also new to the hobby, together with **Stephen Horton** from Hadleigh, who is also primarily interested in 'scale'.

October saw three new members joining; **Michael Easlea** is another scale fan, he's been a frequent visitor to the lake recently and he's been interested in model boating for about three years, he has several scale models, including an 'Aziz' oil rig support vessel which he's been sailing recently. Next was **David Grayburn** from Rochford; David also has some experience in model boating and enjoys most aspects of the hobby, among his prize possessions is an 'Imara' Tug and a Thames Sailing Barge. The third member of the trio is **Clive Jones** from Thorpe Bay; Clive is a frequent visitor to the lake and enjoys sail boats. Our last new member for this year is **Christopher Springett** and has the honour of being allocated membership number SO99 (*who will get SO100?*). Christopher is a near neighbour of Mick Goodsman and was introduced by Mick. Chris has some experience in model boats and favours scale models. ■

Events and Shows:

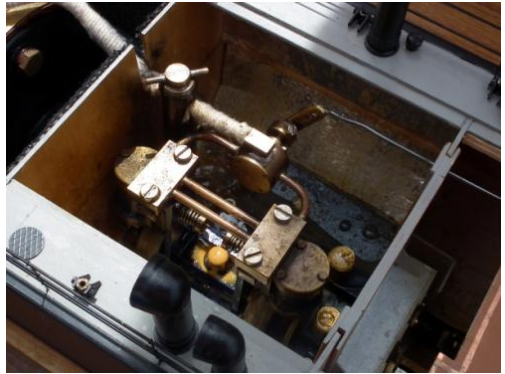
Visit to Brentwood Club: As a late addition to our programme in July we had an invitation to join the Brentwood Club for their 'Open Day' and consequently a few of us made the short trip to their 'Scale Lake' near Mountnessing. This was another first for me and again after succeeding in the first 'challenge' to find them (*and getting caught-up in the London to Southend Charity Bike Ride*), we were made very



welcome with tea and coffee available all day and hot sausages in rolls at lunchtime. If you've not been to their scale lake, while it's a little off the 'beaten-track', it's an absolutely delightful setting, being surrounded by trees and quite picturesque. As they have exclusive private use of the lake they are able to have a permanently arranged scale steering course and then set a different route through the course for each event. Whilst it was a very relaxed day, the course was nevertheless quite challenging and I'm not too sure that any of us who took part achieved a clear round. They also race Club 500's around the outside of the scale course and I for one found this far more challenging than our usual course as there were many more possibilities of hitting something. Unfortunately I concluded that my own steering skill is not up to racing in that situation.

Wings and Wheels: This event, back at the end of June, feels like a long time ago now, but it was just too late to make the summer edition of Waveguide. Well supported as usual with around fifteen members attending on each of the two days. As you all know W and W is essentially a flying event and this year there was even less model boating trade support than usual; however, it's a good opportunity to stock up on those sometimes hard to find odds and ends; in my own case this consisted of a load of different types of servo linkages and I've probably now got enough stock to last a life time. There was nevertheless a good showing in the boating marquee and the temporary pool was well utilised.

Geoff Dixon's new 1/64th scale model of the 1904 turbine powered destroyer HMS 'Velox' certainly attracted a lot of attention, both on and off the water. This was the first 'public' exposure of Geoff's model and it put on a very impressive display, albeit the confines of the temporary pool were a bit cramped to show its full potential. The model is powered by a twin cylinder double acting oscillating steam plant with twin output shafts that Geoff built from scratch, to his own design. Steam comes from a Puffin Mk 2 boiler unit with a ceramic burner. The hull was built using 'plank-on-frame', planked with balsa, sheathed inside and out with 1.8oz glass cloth and resin, with outer plates of plastic card. The model is



controlled by two channel radio on rudder and engine throttle / reverse. The level of detail on the model well matches its impressive technical specification and an overall picture cannot do justice to the detail. If you get the opportunity to take a close-up look I would thoroughly recommend you to take your time doing so.



Chantry (Bluewater): The Chantry Club celebrated its 25th Anniversary this year with an open weekend on the 6th and 7th July and a small contingent from our club crossed the great divide of the River Thames to take part in their festivities. We were exceptionally well received and made very welcome. This was my first ever visit to this club and once I had managed to find them within the ‘Bluewater Retail Park’, I found it a very pleasant location; I had expected acres of white concrete, but in reality it was pleasantly green and lush. There is a good size lake with an excellent purpose made jetty for launching and retrieving; and even a fixed mechanical lift for handling heavier boats. For those who like to take their boats on a little ‘adventure’ there’s a ‘river’ that runs from the lake into the centre of the shopping complex and Ray Malone and myself did just that, traversing several bridges to end up entertaining the diners outside PizzaExpress!



This picture shows, not only this very large and well detailed aircraft carrier, but also the general setting that the Chantry Club enjoy all the time. If we get another invitation to visit them, I would recommend you to take up the offer to go boating in a rather ‘different’ setting; perhaps while the ladies go off shopping?

Annual Festival of Model Boating and the Club's Sixty Fifth Anniversary:

To the best of our knowledge this is thought to be our fifteenth 'Annual Festival of Model Boating'; we believe the first was held to celebrate the club's half century. What we do know for certain is that our Festival this year was a resounding success. With publicity in the Evening Echo and on Southend Radio the event attracted a steady stream of visitors on our 'official' open day on Sunday and for much of the day there were spectators all around the lake; the north side was packed with boats and resembled some of our archive pictures we've seen from the early 1960's; the most notable difference being the absence of transmitters powered by twelve volt car batteries and operators wearing tweed jackets and flat caps. (*How times change!*)

In reality the weekend began for our members with a fun sailing regatta on Saturday. As usual we were racing a mixed fleet of boats, consisting of Marblehead's, together with a few 1mtr and 8mtr Yachts. It had been agreed that we would provide a trophy for the winner in the 'Open Class' together with a trophy for the '8mtr Class'. We managed to squeeze in a total of 10 races and with sixteen skippers taking part it was certainly a busy day

providing quite a spectacle for the public who clearly enjoyed just sitting and watching. With the usual 'fickle' winds around our lake it's always a challenge to make the best of the



conditions and our regular sail enthusiasts have certainly learnt to do just that. There was some very close competition with the leader often in contention right up to the finishing line. One lesson we learnt was to start the 8mtr yachts on a separate start line, such that everyone started together, but the 8mtrs had a head start; this worked so well that we continued the practice for subsequent events.

At the end of the day the overall winner of the 'Open Class' was Angela Mears and the winner of the 8mtr class was yours truly; having finally sorted out some of the mechanical issues with my boat and learnt to trim the sails for improved performance.

As successful as Saturday's sailing regatta was, Sunday was to prove even more successful. In addition to a good turn-out of our own members, we had visitors from the Brentwood Club, Moorhen Club, Grays and Thurrock Club, Luton and District Club, Capstan Club and Shepton Mallet Drifters.



The day also saw the unveiling of our new 'harbour', built by Colin Sharp, with some help from Roy Fountain. Made in sections of closed cell foam and UPVC fascia board the harbour fits together with hooks and can be configured in various ways. It also features a variety of quay-side buildings (*complete with personalised business names*), cranes and a lighthouse. The harbour certainly proved to be popular with the scale enthusiasts, providing a challenge for some close quarters manoeuvring, with the added benefit of offering a safe temporary 'mooring' for boats, while the skippers were otherwise engaged.



We were pleased to have our President, Eve Chapman, with us for the day, and it was very gratifying to hear Eve say how proud she felt of the club for putting on such a good show. Among our other visitors during the day was Councillor Alex Kaye, which gave her a very good idea of the level of support and interest in model boating in her 'Ward' and the extent to which the facilities are used for the public good.



We also had a visit from a photographer from the Evening Echo, which resulted in a nice spread in the paper a few days later. We had so many enquiries from potential new members during the day that we ran out of application forms. I also heard through the grapevine that during the following week or so, the model shop we reported on in the last Waveguide was inundated with enquiries for model boats and kits. So we certainly appear to have sparked off some very real interest among members of the public.

On Sunday Doug Cracknell, assisted by Les Mathews, arranged two sessions of Club 500 racing, which again attracted much interest from the public. A dozen of our own members raced, together with two Brentwood Club members. There were the usual 'spills and thrills' but luckily no boats were damaged, although our Chairman did have to rapidly 'borrow' the speed controller from his son's lifeboat to compete in the second round. The results are shown below and after toting-up the scores for the day the overall well deserved winner was Glenn Meekoms.



1st	Glenn Meekoms	8th	John Thompson
2nd	Robin Lee	9th	Peter Bone
3rd	Andy Seymour	10th	Dave Scarlett
4th	Angela Mears	11th	Andy Thompson
5th	Steve Bone	12th	Heather Lee
6th	Tony Riebold	13th	Colin Sharp
7th	Doug Cracknell	14th	Carl Thursby

It was good to see Dennis Bailey at the lakeside and among the models he had on display was his 'H.M.S. Jordan' made from bone! It was a real worry that it could get damaged; but it attracted a great deal of attention from the public.



During the day Glenn Meekoms and Geoff Dixon agreed to take on the difficult task of selecting the 'Best-in-Show' and after much agonising they chose Mick Goodsmans beautiful 'Bristol Pilot Boat' that we featured in the last Waveguide, and takes pride of place on the front cover of this one. Well done Mick, particularly in demonstrating that 'scratch' building, 'scale' models and sailing can all be happily combined.



As mentioned elsewhere, with John Kingston having sorted out the electrics in the hut, we now have a water boiler and a small fridge and for the first time in

many years we were able to offer a complimentary supply of tea and coffee throughout the weekend, it was quite amazing just how much we got through. If you've not visited the lake recently you will be surprised at just how 'civilised' our 'hut' has become. To add to the delights of freely available hot drinks, two well known members (*who prefer to remain anonymous*) commissioned a large cake to be made to celebrate our 65th Anniversary. Eve was pleased to perform the 'cutting the cake ceremony' before it was then subjected to some precision dissection and distributed to everyone present; and very nice it was too! A very big thank-you goes to the two members who donated the cake; together with our thanks to all those who turned up early to help set everything up, and to put everything away at the end of the day. It was all the result of some excellent team-work and was certainly a day we can all be proud of. You will find more pictures of the event on the club website.

Ramsgate Vikings Ships Rally

Frank, Meryl, Les, Paulina, Andy and Blake, crossed the Thames to travel down to Ramsgate in September to join nine other clubs gathered on the Royal Esplanade for this event. I had hoped to get down there myself this year but I ended up at the 'thin' end of the Thames; so no pictures I'm afraid, but I understand it was a very good turn-out with over 170 models on display, the weather was excellent and I believe our representatives won a couple of raffle prizes! We had a very nice follow-up letter from Tony Hardwick the club secretary thanking us for our support.

Essex Country Show (Barleylands)

Always our biggest event of the year and despite the poor weather conditions this was very well supported by both our own members and those from the invited clubs. This year the other clubs supporting the event were: the Association of Model Barge Owners (AMBO); 'A Team Boatyard'; Brentwood MBC; Brightlingsea MBC; Great Yarmouth MBC; Moorhen MBC also, Bruce Fletcher and Geoff Eplett (*previously from Wat Tyler MBC now 'Independents'*). Despite the weather conditions the general consensus was that a good time was had by all. We certainly put on a good display for the visiting public with close on 200 models on static display and as we had 'exclusive' use of the lake this year we were able to put on a non-stop programme of boating on the water. As always these events are a great opportunity to meet and greet members from other clubs and share ideas and experiences. This year, possibly due to the inclement weather outside, there did appear to be lot of '*socialising*' in the marquee with a very congenial atmosphere amongst the clubs.

Out on the lake the Club 500 racing was particularly well supported with fourteen boaters taking part in the racing on each of the two days. The first three places were all taken by our own members, with Andy Seymour taking first place, Glenn Meekoms second and Angela Mears third. The racing was fast and very close, with luckily no serious 'incidents' and to the best of my knowledge all the boats competing survived more-or-less 'unscathed'. The times on Sunday were a couple of laps slower than Saturday, which was clearly down to the conditions on the lake with quite strong winds making it pretty rough going. With Andy winning first place, our Vice Chairman Colin stepped in to present the trophies.



The conditions on the water, especially on Sunday did not really favour some of the smaller scale boats, but there was nevertheless plenty of scale activity to entertain the visitors. I particularly liked the look of this MTB on the water, which belongs to Dave (*the 'Hat'*) Hazle.

It was also good to see some 'live steam' models in action, which is particularly appropriate at this event. On Saturday Geoff Dixon made good use of the wider expanse of water with his HMS 'Velox' (*previously described under the Wings and Wheels item*); to put his model through its paces and on Sunday Paul Darch was running his beautiful classic steam powered river launch.

Our sailing enthusiasts put on a pretty impressive display of close racing with their Marblehead yachts, which attracted a lot of attention from the public. A number of individual races were held on each day, and as always, the racing was very competitive, however, it was all on a 'friendly' basis. Perhaps we should consider a trophy next year? The conditions on Sunday were pretty windy and hence the racing was very fast and I did see at least one yacht get knocked flat on the water, but recovered with no serious damage, although the rescue boat was called into service for at least on boat that ended up in the reeds.

Our friends in the Moorhen Club kindly volunteered to take on the difficult task of selecting the 'Best in Show' and after much deliberation they selected the A Team's Alan Noble's superbly built 'HMS Hedingham Castle'.

The original **HMS Hedingham Castle** was a Castle-class corvette of the Royal Navy named after Hedingham Castle in Essex

She was originally to have been called *Gorey Castle* (after Mont Orgueil in Jersey). She was launched at John Crown and Sons Ltd in Sunderland on 30 October 1944. In World War II she served as a convoy escort.



In 1953 she took part in the Fleet Review to celebrate the Coronation of Queen Elizabeth II and was broken up at Granton in April 1958.

Well done Alan and thanks for coming over for the weekend to support the show.

The *down-side* to volunteering to judge the 'Best-in-Show' is you can't really choose one of your own models, and for this reason I'd like to feature my *personal* best in show, which was Keith Henley (*Moorhen MBC*) with his 1:48 scale tug 'Roysterer'. Keith based the model on the Caldercraft 'Resolve' kit and modified it to represent the 'Roysterer'. The hull and funnels are GRP mouldings and the superstructure is wood. The model features working lights and smoke generators, is 46" in length 9" beam 22" high and displaces approx.26lb. It has two 545 motors with M.F.A. reduction drives. The model is in the livery of 1943-1946 when she was operating out of Malta.



The 'Barleylands' weekend has always been a good family event and it's good to see some of the young family members taking part in our hobby, instead of being glued to their various



'electronic devices'. We've seen Daniel Martin from the Brentwood Club taking part in the Club 500 racing in previous years and he was just as enthusiastic this year. Andy's No.1 son Finley has been getting more enthusiastic for some while now and he's now been joined by Steve's No.1 son Liam (my Grandson) who now has his own (*suitably down rated*) Club 500. More pictures of the event are available on our website and if you attend the 'Garon's' show in November we will have our usual slide and video show running covering all this year's events.

Autumn 'Venetian Night'

For our second 'Venetian Night' of the year we were blessed with a pleasantly mild evening with no notable wind, hence we had a good turn out and had about a dozen boats on the water and probably a couple of dozen members, together with quite a few rather puzzled members of the public wondering what we were doing playing with our boats in the dark. And, by the time we packed up at about 9 o'clock it really was very, very dark!



Nevertheless it was a lot of fun steering our 'illuminated' boats around in the dark. I have to admit that I have yet to perfect a method of taking good pictures of illuminated boats on the water in the dark; so I've rather cheated with the close-up picture of Ray Lloyd's paddle steamer 'Waverley' (above) as the boat

was out of the water at the time. However, after several attempts to get all the boats together in one area (*which was rather like trying to herd cats!*) we did manage to get eight of the boats close enough for this rather shaky picture, which gives some idea of the overall effect. At the time of writing the Council are in the process of installing street lighting along the path through the park, so by the time of our next evening event next spring we will have the added benefit of being able to find our way out of the park in the dark. ■

Scale

Our scale steering events have generally not been very well supported in recent years; however, the trend does appear to have been reversed this year, with more scale enthusiast attending our monthly events, and a few more taking part in the actual steering course. I suspect this could well have been the result of our Scale Rep, Frank Lunn making the first few meetings *'non-competitive'* just for fun events. This also reflects the results of our members' survey earlier in the year, where only a handful of members expressed an interest in the *competitive* aspect of Scale Steering events. However, in an effort to try to please as many members as possible we plan to continue to offer these events for those who enjoy them, and hopefully we will see the number of participants increasing.

It's good to see a few new names in the results table, particularly Martin Folks and Colin Sharp who have not taken part in the competitive steering course events in previous years. We could also do with a few more boats in the 'Small' and 'Large' classes of boats, or should we perhaps be reviewing the class sizes?

<u>Class</u>	<u>Name</u>	<u>Boat</u>	<u>Position</u>
<u>Small Class</u> (under 23 inches)	Colin Sharp	'Ace'	1 st
<u>Medium Class</u> (23 to 40 inches)	Frank Lunn Steve Bone Martin Folks	'Bugsier 3' 'Maggie M' 'Antje II'	1 st 2 nd 3 rd
<u>Large Class</u> (over 40 inches)	Frank Lunn	'Lloydsman'	1 st



This is Colin's diminutive (15inch) tug 'Ace' which is very manoeuvrable which he can navigate around the course with ease.

Frank's Bugsier 3 is a well known classic tug design and with Frank on the 'sticks' always performs well in scale steering events. ◼



Fast Electric Racing: Report from Doug Cracknell

Competition Round 3 (14th July 2013): We were greeted with a lovely bright summer day at the lake; you could hear the genteel sound of the breeze blowing through the trees and the sails of the sailing boats on the water, however, all that was about to change with the arrival of 11 Club 500's and 4 Tenshocks!

The day saw some very close and tense racing by the Club 500's with a couple of unfortunate racing accidents, one of which I have to own up to (*sorry Andy*). The new Club 500 owners had trimmed their boats very well and they ran exceptionally fast. Others weren't so lucky, but the season was still young. The Tenshocks ran well overall during the day but some owners did have some niggling little problems which interrupted their runs.

Overall we saw a very good day's racing, enjoyed by all. We are seeing some very competitive racing this year, with only one second deciding between 2nd and 3rd places in the Club 500s in this round, roll on 11th August!

Results on 14th July 2013:					
Club 500			Tenshocks		
1st	Doug Cracknell	50	1st	Sam Cracknell	85
2nd	Gary Gibson	40	2nd	Gary Gibson	75
3rd	Angela Mears	30	3rd	Doug Cracknell	65
4th	Sam Cracknell	20	4th	Andy Seymour	0
5th	John Thompson	10			
6th	Andy Thompson	5			
7th	John Wren	5			
8th	Steve Bone	5			
9th	Andy Seymour	5			
10th	Glenn Meekoms	0			
11th	Colin Sharp	0			

Competition Round 4 (8th September 2013): Sunday 8th September started somewhat overcast, with the sun threatening to put in an appearance, and the lake calm and swan-free, a joy for both boats and their commanders!

The early heats saw some close racing, particularly between Glenn, Angela and Doug, and no boats were capsized! It was evident that the newer boat owners had already gained sufficient experience to make for some competitive racing and the 'old uns' will have to fight hard if they want to keep ahead!

Results on 8 th September 2013:						
	Club 500			Tenshocks		
1 st	Glenn Meekoms	50	1 st	Tony Riebold	85	
2 nd	Angela Mears	40	2 nd	Carl Thursby	75	
3 rd	Steve Bone	30	3 rd	Sam Cracknell	65	
4 th	Tony Riebold	20	4 th	Gary Gibson	55	
5 th	Doug Cracknell	10				
6 th	John Wren	5				
7 th	Carl Thursby	5				
8 th	Andy Thompson	5				
9 th	John Thompson	5				
10 th	Sam Cracknell	5				
11 th	Colin Sharp	5				
12 th	Gary Gibson	0				

End of season results, based on the total of the best two scores.

Club 500			Tenshocks		
1	Doug Cracknell	90	1	Tony Riebold	170
2	Angela Mears	70	2	Sam Cracknell	150
3	Andy Seymour	60	3	Carl Thursby	150
4	Glenn Meekoms	60	4	Gary Gibson	130
5	Gary Gibson	50	5	Doug Cracknell	120
6	Tony Riebold	50	6	Andy Seymour	60
7	Sam Cracknell	40			
8	Steve Bone	35			

John Wren, David Scarlet, Carl Thursby, Colin Sharp and John Thompson were all in joint 9th position with Brian Foskett and Andy Thompson in joint 10th place.

Editors Note: This has been a particularly good season for Fast Electric racing. With a number of new Club 500's being purchased earlier in the year there has clearly been a lot of enthusiasm generated for this class and a lot of fun had by all those racing them. Indeed, the enthusiasm was so great that by 'popular demand' Doug organised an extra, 'fun' racing day on 6th October where we all had a most enjoyable day. Whilst it was a little sad to see the GT400's phased out; it was inevitable as the boats are no longer available and the motor assembly quite difficult to source. It's also worth noting that there are a number of unused Tenshocks languishing in various member's workshops (*including mine!*); perhaps they could be offered for sale to other members who might like to run them? Especially as I understand that these boats are now no longer available. Our grateful thanks go to Doug Cracknell for his support in arranging these events. ■

Sailing Scene – Report by Angela Mears

The last four regattas of the Summer Series saw the competition building for skippers as the months passed. As the final scores were approaching there was never any one clear winner throughout the season and with Andy and Julie Robinson unfortunately missing the August Regatta due to Andy being hospitalised (*although not by Julie*) Andy lost his first place on the leader-board. Consequently, he was hit hard with penalty points and this position was instantly seized by Glenn Meekcoms who made the most of the opportunity.

As you can see from this picture, so far as the natural elements were concerned, skippers were mostly blessed with dry and sunny race days, yet the wind factor left much to be desired and many races were conducted more as a ‘drifting’ challenge to complete a single lap let alone a race!



A few club members were swept away by the current of momentum of others racing, which resulted in three new International One Metre yachts being purchased from various sources at stages throughout the season. We witnessed our Club Secretary's recently acquired and refurbished 'Red Wine' IOM design take to the waters for its first regatta and performed impressively to take him straight to third place for the opening of the Winter Series which also began on the 20th October.

Andy Thompson has been getting ‘familiar’ with handling his new addition; a Lintel ‘MMX’ purchased a little earlier this year and his race results have been improving month by month.

The final regatta of the summer series saw relatively equals numbers of Marbleheads and IOMs compete. It seemed that the conditions on the lake favoured the One Metre boats for the Cobweb Regatta with Brian Foskett achieving four perfect zeros for his four best scores of the day! This great sailing boosted him up the overall leader-board considerably. However, others failed to find form that day and achieved some disappointing results.

To conclude the 2013 summer series, the overall final scores have been tallied as shown in the tables. The final positions are based on skippers' four best regattas in the series, all others being discounted.

	Cygnets Regatta	Summer Regatta	Autumn Regatta	Cobweb Regatta
	21/07/13	18/08/13	22/09/13	20/10/13
Brian Foskett	28	0	4	0
Andy & John Thompson	20	16	8	11
Julie Robinson	6	32	18	14
Andy Robinson	0	32	7	11
Glenn Meekcoms	3	2	10	9
John Wren	5	2	8	2
Angela Mears	2	2	1	5
Liam O'Herlihy	7	17	2	5
Tony Riebold	28	32	22	52
Roy Fountain	21	18	36	28

The sailing secretary John Wren and myself would like to thank all skippers who have keenly supported this past year's sailing events. It has been at times a trying (*due to lack of wind*) yet most delectable and entertaining - even sometimes quite a humorous event.

Position	Skipper	Total Points of best 4
1 st	Angela Mears	1
2 nd	Andy Robinson	10
2 nd	Brian Foskett	10
3 rd	Glenn Meekcoms	11
4 th	John Wren	15
5 th	Liam O'Herlihy	22
6 th	Julie Robinson	33
7 th	Andy & John Thompson	51
8 th	Tony Riebold	77
9 th	Roy Fountain	91

One of the attractions of model yacht racing is that it can be enjoyed throughout the year; so just wrap up warm and enjoy the Winter Series. As long as the lake isn't frozen we will continue to hold a monthly regatta regardless of the weather and a trophy will be presented to the winner of the series.

Finally, we would ask everyone to remember that many of us are

relatively new to the sport of yacht racing and are still easing into racing etiquette. Consequently we have a fairly 'relaxed' approach to compliance with the formal 'rules' of yacht racing. There are other clubs who specialise in highly competitive, formal 'class' racing and who take their racing far more seriously than we do; our emphasis is on having fun and limiting damage to our boats. At least for the foreseeable future, we're happy to keep it that way.

Fair-winds, skippers, enjoy! 🍷

Editor's note: Most of you will be aware that, by popular demand of the members, John Wren has agreed to run a 'Winter Series' of sailing regattas. The dates of the next few months are: 17th November; 8th December; 19th January and 9th February.

Building 'Footy number two' – by Glenn Meekcoms

Whilst I was tolerably pleased with my first Footy, I felt there were some areas that could be improved upon, mainly its reluctance to push the nose through the wind when tacking and nose diving when running before the wind.

I felt the nose diving could be reduced by flaring out the bows and I began experimenting with cardboard templates to see how this could best be achieved. I started with the basic 'Razor 3' hull shape, for which I already had the original templates and, if and when I build a new boat, I would have a good reference point to judge how the changes had affected performance.

I increased the height of the foredeck by around 15mm and pulled the top edges of the template out to form a flare in the bows. The problem here was trying to tape the side skins to the bottom skins to assess the basic shape, as all were made from card and proved too floppy to produce a sound structure. I therefore decided to make the two bottom skins from balsa sheet and glue them together. This gave me a solid base from which to attach the card side skins. I could now play with various side skin profiles until a satisfactory shape was arrived at. Unfortunately, after several templates were made, I ran out of card so I made the next set out of balsa. This set seemed to work well as a shape, so they were glued to the bottom skins, only then did it dawn on me I had inadvertently built a new hull!

A foredeck of balsa was fitted to the hull, along with a few cross braces and a balsa transom. The rear deck was cut to size, but left off until the radio gear was fitted. This time I cut the largest deck hatch I could get away with in the rear deck, a lesson learnt from the previous Footy which had proved a nightmare to get inside to change or adjust anything. The fin and rudder were constructed in the same way as the previous ones, although this keel bulb was made from an eight ounce fishing weight. When I first sat down to work through some ideas, it had never been my intention to build another Footy, it was just a case of '*what would I do different this time?*', but three nights later there it was sat on the bench. The picture on the right shows the slight 'flair' to the bow.



I believe it is quite possible to drive yourself insane reading about rigs, sails and sail-making on the internet, as there is so much conflicting information. Eventually, by looking at the boats that were winning regattas, it appeared that two most commonly used rigs were the swing rig and the Mc rig. My previous experience with swing rigs had taught me enough to know to leave them alone; this left the 'Mc rig' as my choice. The 'Mc rig' is a single sail supported by two carbon spars that are mounted on a 'Z' shaped piece of stainless wire. The boom is whipped onto the middle section of the 'Z', the mast slides onto one end of the 'Z', whilst the other end of the 'Z' slips

into a tube fixed into the hull to provide the pivot for the rig. The rig's main design feature is that it is flexible, so when a gust of wind hits the sail, it will open out, spilling wind from it, and stopping the rig from overpowering the hull. The amount of flexibility can be altered by changing the size of carbon tubes and stainless steel wire used, as well as the amount of whipping used on the boom. It takes only around fifteen minutes to make, so it's easy to experiment with several different shapes.



I copied the sail dimensions from the Footy forum and drew a sail shape onto card. 3mm carbon tube was used for the mast and boom, whilst I made the sail from a freezer bag. The front of the sail was made 20mm too long, allowing it to be turned back on itself and secured with clear double sided tape. Thus forming a loop into which the mast could be inserted. The head and the foot of the sail were secured using insulating tape.

First sea trials were disappointing, the boat proving almost impossible to tack, however, nose diving was significantly reduced and when sailing into the wind the rig seemed to work well, flexing as each gust hit it and allowing the boat to travel in a straight line without any rudder input. The hull also leaked like a sieve!! Further investigation in the test (*fish*) tank at home provided some answers. Flaring out the bows had forced me to shorten the hull slightly to keep within the Footy class rules, which had moved the centre of lateral resistance aft by around 18mm. The centre of effort of the sails turned out to be further forward than shown on the drawings I had copied, and these two factors resulted in an unbalanced boat. To correct this I needed to move the rig aft by around 25mm. which was easily achieved by just straightening the bottom of the 'Z' and bending it 25mm closer to the mast. The leak was traced to the sheeting post, so a small piece of silicon tubing was added there to give a more watertight seal.

Second sea trial was undertaken in very strong winds and revealed a transformed boat, so easy and fast to tack, sailing in a straight line with no helm input and whilst still nose diving in strong winds, it never went in so deep as to stop its forward motion. The Mc rig worked well when sailing close hauled, flexing enough to never overpower the boat and even in the strongest gusts it refused to broach. Mind you, it still leaked like a sieve!

A few weeks later I sailed it against my first Footy for comparison and found it to be much improved in all aspects of sailing. I would only give the new boat one criticism in that it seems to spend a lot of its time with the decks awash compared to my first boat, so there's still some work to be done, perhaps a lighter keel bulb? Or perhaps another hull shape? I have thoroughly enjoyed making the Footy, it's a cheap, fast and easy boat to build, allowing me to learn something about sailing yacht design and experiment with ideas without breaking the bank. ■

Buoys and Boats

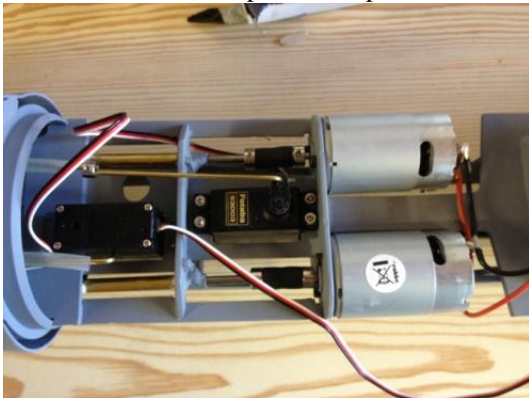
U47 Submarine (*the story so far*) - by Doug Cracknell

Twas the night before Christmas (2011) and all through the house, not a creature was stirring..... except for my 19 year old son who was busy wrapping, and wrapping, and wrapping, what was to be my latest boat building project although I didn't know it at the time! The next morning as the family sat opening the usual assortment of slippers, perfume,



cardigans etc, I was somewhat overawed to be presented with a 5ft long box containing the makings of a Type VIIB U47 submarine. “Something to keep you occupied over the winter months” said Sam with a grin. Well it’s certainly done that – over the winter; spring; summer and autumn months that have followed! The box contained a 74 page assembly and operating instruction manual – I should have realised this would be a challenge – together with 3 sets of plans, various photographs and all the plastic mouldings, vacuum moulded parts and other essentials to create the U47 which may one day grace the Southchurch Park pond, showing off its sleek lines and diving abilities (*much like myself!*).

In the box most of the parts were printed on thick ABS about 3mm in thick. The only



way I could cut the parts out was to use a fret saw, which as I discovered was a new skill I had to learn as some of the parts on the ABS sheets were interlinked. In the early stages of the model building there was a lot of cutting, shaping and sanding and plenty of patience was required. Another skill I had to acquire was soldering, something that up till this point I wasn't very good at – to put it mildly!

There was a lot of looking at the plans and photos and checking the instructions three or four times before any gluing took place. So I guess it's taking me longer than a more skilled modeller but better safe than sorry as far as I'm concerned. The most difficult bit so far has been the soldering of the wiring to the motors and the suppressers. The motors have to be wired up so they turn in opposite directions at the same time and I must confess that I did have some help for this part of the build.



By comparison installation of the hydroplanes and rudders was a fairly simple affair but still a lot of checking was done to make sure everything was in the right place.

At the time of writing, I think the build is about half way through (*yes!*) and I have joined the bow section to the centre section / pressure tube and I am about to install the front hydroplanes. This is an

ongoing project which has certainly challenged me in a number of ways. I am hopeful that it will be ready for its maiden voyage sometime in 2014, but then again?

The kit is produced by Robbe, it is 1:40 scale; giving a length of 1700mm, and beam 160mm, height 290mm, the weight will be about 9kg. I believe my sub came from Westbourne Model Centre, Bourne-mouth. As it was a gift I wasn't meant to know the cost but I believe the kit was about £320.00. You do get everything to build the kit apart from the normal glue paints and radio gear. ■



'Civitavecchia' tug/fire boat by Norman Martinson

I found a plan for a 24 inch model of a tug plus fire boat the '*Civitavecchia*' designed and built by Richard Webb the man who did much to promote the building of model boats using sheets of plastic. Richard was on holiday in Italy when he saw the Civitavecchia in the harbour of the same name and took many photos. Sadly Richard died some years ago.



I bought the plan and enlarged it by 50% to give me a model around 36 inches. Richard made the hull bottom and sides in eight pieces and joined them in the middle with strips of plastic sheet. I decided to buy some 54 x 24 inch plastic sheets and cut the two sides and two bottom panels in one piece. Bending and gluing the hull together was very difficult but after many hours I had my hull. I then reinforced the inside using glass fibre matt to all the joints. I was not happy with the deck fittings and did many drawings to design my own so the fittings are not from the original plans. Most of the deck fittings including the rope supports are made from plastic sheet, plastic tube, wood dowel and map pins. All deck ladders made from cocktail sticks plus plastic sheet. All deck ropes from haberdashery shops. All paints from Halfords.

The boat is fitted with two brushless motors with a diesel sound modulator and horn. The two fire hydrants were made from small bore copper tube working from two car windscreen motors bought for £4 each, mounted in the bottom of the hull with filters to stop debris entering. The water shoots about 25 feet. I bought and fitted two Kort steering nozzles fitted with brass props. The deck crane I bought as a kit, also the two forward and after winches were kits. The wheel house is as the plan with instruments copied from computer and printed on stick-on sheets, as were all the tug names etc. The deck oil barrel crate and the after deck hatch are made from (McDonalds) coffee stirrers. The handrail stanchions were bought and threaded with copper wire from electrical earth cable. The motors are powered by a 12v SLA; the fire hydrants by a 6v SLA and the sound modulator by 6 1.5v batteries. Rubber fender tyres were bought and the bow fender bought from a club member. I have searched the internet and most of the model boat clubs and cannot find another model of the boat, if any club member can tell me otherwise I would be pleased to hear from you. ■

There are few among us who take their model boating more seriously than **Ray Malone**. In recent years Ray has developed a particular passion for Canadian tugs, consequently he has built up a network of friends and contacts in Canada and the USA. This year Ray made his second trip across the 'big pond' and over his three week visit took



part in several model boating events in both Canada and the USA. In Portland he achieved a 3rd place for navigation and 2nd place for longest distance travelled to the event (*being beaten only by a friend of his from Australia*).



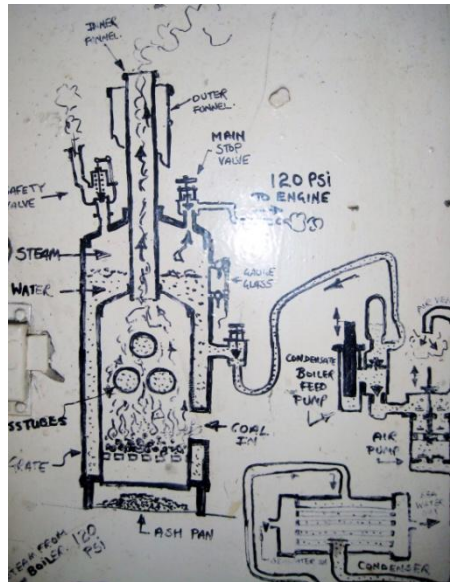
A week later at a big event in the USA he was leading on points all day until the very last run when he was beaten by one point into second place. He did however get a first place for team tug tow. A few days later back in Canada he got a second place for best tug in show.

Ray also visited various boat yards to view the full size vessels. Among his various exploits he managed to get a trip on the full size 'Iron Horse', and even took the helm for a while. Having taken a 16 inch model of the same tug he couldn't resist posing on the full size ship with his model, and who can blame him for that! 📷

While on his travels in Scotland this summer, **Brian Foskett** and his wife Trisha were walking along the Caledonian Canal near Fort William and came across the last seagoing coal fired steam Clyde Puffer (VIC 32). She was waiting for the swing bridge to be repaired so was delayed awaiting passage to Inverness. Brian decided it would be a good opportunity to take some pictures and eventually managed to



'charm' his way onboard and experience the delights of the engine room and the bridge. Although he managed to pose for this picture, unlike Ray Malone, he wasn't lucky enough to take the helm whilst 'underway'. Among the pictures Brian sent me I couldn't resist using this delightful drawing explaining how the boiler system works, apparently the drawing was on a locker door. We're not sure if the information was for the benefit of the passengers or the crew!



'VIC 32' was built by Dunston's of Thorne, Yorkshire in November 1943. This was a busy time for the Clyde Ship building yards and the Admiralty needed 50, (later 100) 'victualing' boats in a hurry. As you might expect, there is loads of information on their website including a comprehensive history at: www.savethepuffer.co.uk.

The company offer five day cruise holidays for a 'modest' £710 per person. ■

And in the wake (the editors 'indulgence')

Cruise Ships: We've always considered the Titanic to be a very large ship, however, take a look at the picture below and compare her with the 'Allure of the Seas', the largest passenger ship yet to be built. She is: 225,282 GRT, 1,187 feet long, 215 feet beam, and 213 feet high above the water line with a draft of 30 feet.



As we approach the end of this year's programme of events, I've been personally very gratified to see how well our members have all worked so well together to make this year such a success. There's only so much the committee can do to '*facilitate*' events; it's really the members who make it a success. Our Club has a long history to up-hold and I'm confident that there's a lot more '*history*' yet to be made in the coming years. Thank you all for your continued support.

I am especially indebted to all those who have supplied me with material for this Waveguide (*named or not*); Thanks also to Rob McColl, not only for diligently proof reading the Waveguide, but particularly his recent generous donation of a brand new pair of chest waders and a new self inflating lifejacket. The next edition of Waveguide should appear at the end of January, all offers of material great fully accepted.

Editor: Peter Bone; Printing: Colin Sharp

Website: Stephen Bone, email: info@smpbc.co.uk Website: www.smpbc.co.uk