

December 2009 Vol 1 No 9

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Embassy

The Official Newsletter of Eastleigh & District Model Boat Club

EDITORIAL



Well the year is nearly over and by the time you get this issue you'll either be looking forward to the Christmas & New Year festivities or suffering the post festive hangover.

Some of you have been asking why this issue has been delayed.

Unfortunately due to a rise in costs mainly due to the horrendous prices charged by manufacturers of printing ink we have had to review our production methods and frequency of issues of your club newsletter. In future you may find there are fewer colour pictures but hopefully just as much news and maybe a bit of gossip.

On page 3 there is a table of forthcoming events next year which are at the moment mainly the usual golden oldies. However our Scale Commodore Brian Rose has plans to include more items for 2010 with outings, events and presentations on club nights so watch this space. As soon as we receive the T. W. T. Open Day Programme we'll publish it in this newsletter.

Just another bad day at the office.

New member Steve Brabant sent these pictures of what it was like at work during the bad spell of weather on November 14th. Steve is the skipper of "Thames" a 3000 Tonne gross, 7000tonnes Nett, 98.5 mtrs long gravel dredger based at Shoreham which works up & down the North sea. Which is why we see him at Twyford infrequently.

Going.....



Going....



All photos by S. B. taken on Canon 400D

Gone!



Steve also has some interesting models including a floating spud leg crane barge with

working rc controlled legs & crane. His tug Voyager has Kort nozzles plus independent bow & stern thrusters. He had to break the ice to test his hull at Twyford on Sunday, it quickly refroze.

Nice office though. Steve on his bridge.



Fancy making a model of this example of unimaginable wealth? Only if you're a Chelsea fan perhaps. Abramovich's yacht "Pelorus".

Forthcoming Events

Sunday 27th December 2009

Twyford Mince Pie Meeting , Sailing, Mince Pies, Special Whisky for the Tars, Baileys for the Wrens.

Friday 1st January 2010

New Years Day Scramble at Lakeside “Competition & Cups”

Thursday 14th January 2010

“Class A Yachts” A presentation by Robert Hobbs with slides. At Churchills 8.00pm

Thursday 25th February 2010

“The Year in Pictures” A digital presentation of some club pics from 2009 by Stuart Jowsey at Churchills 8.00pm

Saturday 27th February 2010

Dinner & Dance at Kings Court featuring Squeeze & Wheeze 7.30pm

Thursday 8th April 2010

Annual General Meeting to be held this year at Churchills 8.00pm

Saturday 10th July 2010

Barbecue at Twyford Sailing from 4pm Barbecue at 6.00pm

Saturday 10th July 2010

Regatta at Twyford, Crew from 8.00am Visitors from 10.00am



Titanic 850mm(33.1/2”)long seen on EBay new for only £79.99 Shipped from Germany. Must be made of polystyrene and cardboard

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Try modelling this! Russian Zubr Class ACV. 57metres (190 ft) long, Speed:63 knots, 5 MV gas-turbines;2 for lift, 3 for propulsion; 5 x 11,836 BHP

“POND LIFE”



“I told you you’re on trees, anyway you’re a girl”. The Wednesday Conservation Volunteers start on the steps.



First they dig up the steps we’ve already laid. Ah well. Mustn’t grumble.



I’m a lumberjack and I’m OK!



Are you sure these are the right trees?



An old scrubber at work.



“I haven’t drilled your thumb Skipper have I?” asks Captain Dum. “I think you might of!” says Beloved Leader.



Nice style Dave! Score? Oh well never mind.



The Ron Gerrey Memorial Plaque eventually installed and displayed in a tranquil setting.



The steps making progress. After first weeks construction



Close start 15.11.2009



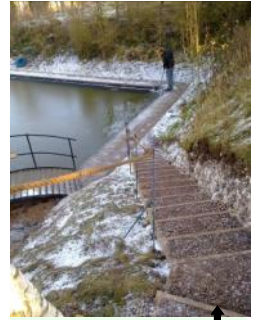
Ray clings to the North Face to remove the undergrowth



More scalplings being delivered but Captain Dum thinks its Hot Air Balloon training. Photo RR



The trailer and Colin's vehicle get a clean in icy water before Colin tows it away to a secure location. Where did we put it?



"Stairway to Heaven" complete. Well "Boating Heaven" anyway.



Santa's little helper on the new bit of path at the top of the stairway.



Skittles Night



Well at least Tina's not listening



Sue trying her new tug. It squirts you know!



Tina's snazzy racer



More wind please?



Make your mind up!



I may be slow but I look good!

Lakeside Lingerings

2010 Sailing Plan

By Peter Tilzey Sail Administrator.

Bookings

Because of increased competition for the water resources from other legitimate users E. & D. M. B. C. have increased the number of sessions booked per annum to safeguard the water for our sailing.

During the season from March the 5th through to the 22nd of October the North End of Lake Ville-Neuve-St Georges will be booked 9am till 12.00noon for Wednesdays, Fridays and Sundays.



Sundays:

All Marblehead competitions will take place on the 1st & 3rd Sundays with 2nd & 4th for I. O. M.

Fridays:

All Fridays will be I. O. M.

Wednesdays:

The lake on Wednesdays will be used for fun sailing, tuning, education & training etc nominally I. O. M. with a special welcome to new members.

However In view of the substantially higher overall tariff for 2010 it has been agreed with the regular Sailing members attending on Wednesdays that they will contribute half of the fees for this session.

Regatta:

It is proposed that Lakeside will be used by a Charity Organisation for a fund raising day on August the 8th all day . This happens to coincide with the club Annual Regatta so Sailing Members are encouraged to visit at Twyford Water Works where they will be warmly welcomed.

Trophies

Trophies will be awarded and placed by prior notice of the Sail Commodore. All matters relating to trophies will be handled by Derek Barrat.

Competitions

There will be a series of trophy competitions during the summer months. Derek Barrat has kindly volunteered to take responsibility for the planning and organising of these events and handling the trophies. Details will be published but as usual events will be subject to suitable weather conditions.

Membership

To encourage more enquiries from potential new members it is proposed to set up an “A” board at the Lakeside when sailing sessions are in progress with any information of interest to potential members.

HAL VI 6 Metre Class by Brian Quinn

HAL VI an MYA Six Metre Class

The story of HAL IV started out as a simple design exercise but ended in the lengthy development and construction (18 months) of the model in the picture. I have always been fascinated by yacht design and those features that make a boat go fast, the 6m rule allows the designer to balance the weight, waterline length and sail area of the yacht to achieve an efficient design.

I started out thinking I could come up with my own design but soon realised that my skills in that department are limited. I settled for purchasing some plans from the Marine Modelling Plans Service and getting a friend to help me modify them. Using the principle 'what looks right – probably is right' we came up with HAL IV.

We developed typical shadows at 100mm spaces, set in a cedar hog and planked the hull with 6mm x 12mm hand sawn cedar planks cut from some old fencing panels. All went well except for the hollows around the bustle (Waterline at the Stern) where it was quite difficult to persuade the cedar planks to 'behave'. Once complete the cedar was a dream to fair so it was a simple though laborious sanding exercise before epoxy coating and removing the hull from the mould.

The hull was pretty stiff so the only internal reinforcement was some local support around the keel and the skinning of the inside of the hull with a layer of eglass and epoxy.



The deck is of 1.5mm ply on with the Hitec rudder servo and Hitec sail winch slung just below the deck. All electrics are carried in a waterproof pot sunk into the deck.



As 6m's have restricted draft (250mm), designers attempt to lower the centre of gravity by placing ballast as low as possible on the keel. HAL IV uses 19lb of lead cast and hand shaped to an aerofoil section in the shape of a beaver tail. The theory goes that the ballast is carried as low as possible and the beaver tail keel provides a 'fence' at the base of the keel which helps reduce differential pressure loss. The keel is through bolted to the hull. The rudder has a balsa core with carbon skin and is based on the latest shape used by full size 6m's.

The sails & rig were home made to the maximum dimensions the design would allow using lightweight scrim with a few broad seaming (sail-shaping) ideas of my own.

HAL IV has only had two outings so far so it is still early days for getting to know her ways. At nearly 1.5m long with a rig of over 1.8m high she is quite imposing on the water but she has more that lived up to our initial expectations. In light conditions she is similar in speed to the Marblehead but at nearly twice the weight, and a rather portly displacement hull, she lacks acceleration and planning ability when the breeze comes in. Initial problems seem to be a 'nose down – bum high' trim and a persistent leak around the keel bolts. Both easily solved.

As 6m's are a bit of a rarity I think I am going to have to visit some other clubs to get some racing in and see just how fast HAL IV is, either that or build another 6 - anyone for a bit of match racing?.....



Malcolm's Donation



One of our clubs most senior committee members, Event Mgr & respected modeller Malcolm Wilson has kindly donated a set of six GiantCod 2.4 GHz Transmitters & Receivers for



use in our pay boats. Our Technical Mgr Ray Renowden has donated his time and expertise in redesigning and refurbishing the interiors of the boats to increase reliability whilst installing the 2.4 GHz receivers. He has also modified the Transmitters so that the sticks only work vertically on the left for throttle & horizontally on the right for steering so the kiddies don't get confused. Many thanks to Malcolm for his generosity & Ray for his skill & hard work.

Warwick Show Ok this year was a bit "same old" as last year but still a great show and I think particularly enjoyed by our newer members. Having not much to buy this year (last year was the start of 2.4GHz for many of us) I concentrated on the models & more particularly the clubs. I was fascinated by the designs of their logos & club colours. As a bonus Malcolm who was there again this year with his Yamato for the S. F. A. operated our Pay Boats during the lunch period for any little children present giving us a much needed publicity boost.

