



OXFORD MODEL BOAT CLUB

April 2012 Newsletter

VOLLENTEERS NEEDED: Received from Graham Allen - Chairman Two Islands RYC

The **MYA One Metre Nationals** are to be held this year at Two Islands on 2nd - 3rd - 4th of June. The **Midland District** has over the last few years run some great events at our venue with compliments for the organisation and social side. This year the largest event with up to 84 boats will be a success if we can put in place a great racing team. Can you help?

I would like to hear from anyone that would be available to help on any of the days. There will be up to 84 boats taking part so there is a great need to have teams doing the different tasks required with enough people allow breaks for all. Ideally having helped at another event would be good but I would also like to hear from anyone wanting to learn about running large events and the different tasks involved.

To help I would appreciate you asking your club members for their help with any positive offers emailed me as soon as possible. Remember the sport can only function if help is available to run the events. Hoping for a positive response

Graham Allen
Chairman Two Islands RYC - laser173@btinternet.com

Sunday 4th March 2012

Very bad weather prevented us holding the Scale, Sail & power morning.

Sunday 11th March 2012

FIESTA Round 2, by Mike Robinson

The weather was at last kind to us with a bright sunny day and gentle breeze over the small lake. We had to move the start to the right-hand bank in order to get a windward beat to the first buoy otherwise everything went well.

Eight skippers turned out for the event and John Cox was on good form closely followed by Iain Smith. I started well but faded after the first two races due to lack of practice. Eric Hoare pushed me down to fourth place.

The full result was:-

1	John Cox	(17)	5	Paul Izzard	(33)
2	Iain Smith	(20)	6	Nick Panter	(48)
3	Eric Hoare	(27)	7	Dave Smith	(52)
4	Mike Robinson	(28)	8	Don Naybour	(6)

Sunday 18th March 2012

The Inter-Club One Metre event with Watermead was postponed until the 22nd April 2012.

Please see the amended diary below.

Sunday 18th March 2012

As Sunday the 4th March was a washout! We decided to take advantage of the postponement of the inter-club event and have an impromptu Scale, Sail & Power morning and I have managed to get a few pictures for the notes.

John Shinton brought his grandsons Tyler and Johnny along to give an airing to their HFM Challenger yachts. These Fiesta sized boats, one of which featured the racing helmet logos of Damon Hill & Johnny Herbert, were built by John some time back now still gave good account of themselves in a moderate breeze.



The largest model on show was Roy Nobles Russian ice breaker/research vessel Alexsayi Maryshev. Roy's scratch built ship comes as a complete package which includes its purpose built transport / launching trolley and creates quite a stir when it is launched from and returns to its docking port. Now almost fully detailed, a nice model both on and off the water.

A couple of speed merchants have been stirring up the surface recently. Paul has been developing a yellow hulled self righting racing boat, and John Cox has got hold of a much modified commercial speedster resplendent in traditional chequered livery.



The Brave Borderer, scratch built by Nic Panter is another scale model which always puts on a good display. Nic was telling me that he had this model on his list to build for a long time before buying the plan and getting started.



More from Dave:

Delta Lady is my thoughts on a steam launch which might be seen on the rivers of the southern states of America.



The hull is from Ebay, the boiler is made from a soup can, and the engine constructed for me by Paul, who carefully hid the electric motor at its bottom end. A dolls house figure was posed to play the banjo and fitted with a top hat. The power source is hidden in the compartment at the front of the cabin, topped by boxes barrels and a whisky jar for the banjo player.

Should steam give way to sail?

Next Power Scale & Sail day is Sunday 1st April, no fooling, see you then.

Dave.....



Sunday 25th March 2012

One Metre Rose Bowl - Round 3, by Mike Robinson

Today saw the clocks going forward so the breeze that usually starts about mid-morning was absent when I got to lakeside. There was, however, just enough wind to get started at 10 a.m. and this increased slightly as the morning wore on. In order to get through the scheduled ten races, we reverted to a triangular course after the first race.

Today we welcomed a new member, Roddy Maddocks, for his first experience of racing a model yacht. Help was forthcoming from the members and he was soon enjoying sailing in the fleet, albeit mostly from the rear. In time, I am sure he will become competitive as his yacht is well presented.

On this occasion I managed to put in a good performance, even if I had to use tactical sailing at times, all within the rules of course. Sorry, Nick!

The full result was:-

1	Mike Robinson	(18)	5	Eric Hoare	(46)
2	Iain Smith	(23)	6	Don Naybour	(71)
3	Nick Panter	(29)	7	Roddy Maddocks	(73)
4	Dick Skinner	(36)			

Dates to Remember:

Sunday 1 st April	Scale, Sail & Power morning
Thursday 5 th April	Meeting at Jordon Hill from 7:30pm
Sunday 15 th April	Fiesta - Round 3
Sunday 22nd April	One metre Interclub at Oxford – Rescheduled from 18th March.
Sunday 29 th April	One metre Rose Bowl - Round 4
Thursday 3 rd May	Meeting at Jordon Hill from 7:30pm
Sunday 6 th May	Scale, Sail & Power morning

Brixham Sailing Trawler ‘PILGRIM’. By John Cox

Recently, on holiday in Torbay with my wife for her 20th/80th birthday, we tumbled across a renovation project going on in the harbour and involving the Brixham sailing trawler, ‘Pilgrim’. Several gents of my generation, all looking like Captain Birdseye, were working on the masts and rigging. Once I showed interest it was chapter and verse on what had been going on for several years. “She was built in the yard over there in 1895, where that block of flats is now” was the opening gambit.



She had worked out of Brixham under a Devon owner for some years and always under sail. In 1912, she was sold to a new owner in Sweden where she worked in many guises as fishing vessel, a navigation training boat and then for general cargo work around Scandinavia.

In 1999 a small group of local skippers heard of her existence and started a project to bring her back to her home port and renovate her to her original state. When purchased from the Swedish owners she was in a very poor condition and barely seaworthy, but nevertheless she was sailed back to Brixham purely on her vintage Volvo engine that had been fitted pre WWII. Throughout the trip pumps were kept working all the time with an escort boat ready to take off the crew if she foundered.

While in Sweden the British crew were told that at one point during the war she had worked for the Germans and had been fired on by both Germans and British.

Once in Brixham (in 1999) fund raising was started with eventually nearly a million pounds was obtained from the lottery fund and the remainder by local events. This took nearly ten years in all before the money was available and work could be started

On the slipway her frames were found to be sound but her teak planking below the waterline needed complete renewal, and little of that above was salvageable. She is now virtually complete using traditional teak for the hull plus mahogany and English oak elsewhere, as per her original construction. The masts superb being built up from Douglass fir, again as original. During her time on the slipway bullets of varying calibre were recovered from her timbers bearing out the story of wartime attacks.

The rebuild is now just about complete with the last touches being made to the rigging; her sails are due for delivery in the very near future. She is scheduled to take her first trip in late spring.

The major professional work absorbing the greater part of the funding was carried out by a local shipyard and consisted mainly of completely rebuilding the hull. The remainder of the work such as deck laying and general fitting out was done alongside the harbour wall. All this work was completed by retired shipwrights and engineers who live locally. Even the masts were built by volunteer labour using the skills accumulated over years of working on boat maintenance. It appears that the 'lads' are spending more hours working on the boat than they ever did when in full time work. The wives' in some cases are not over impressed; others welcome them being out of the house! All the work once leaving the slipway was completely unpaid allowing the funding residue to be used for insurance and general running of the boat once work is complete. During her many years in Scandinavia she changed hands several times and was altered and modified in all manner of ways (Including wheel and chain steering) to suit local conditions and owners preferences, and at one time was sailed single masted. She is now fully restored to her original specification including the tiller steering, and is exactly as she was when first launched.

'Pilgrim' is the only 19th century Brixham trawler left and so well worthy of preservation. When you see the workmanship and finish you can understand the passion and pride that has gone into her preservation.

If only I was a few years younger I would seriously consider her as a modelling project.

John Cox

<http://www.pilgrimofbrixham.co.uk/>

Photos from the 'Pilgrim' website



Oxford Model Boat Club
Minutes of meeting held on 1st March 2012

Apologies received from:

John Cox, John Smith, Eric Hoare, John Shinton & Alan Struth
There were 10 members present

Chairman's Report John Cox

John is on holiday so no report from him this evening.

Secretary's Report Paul Izzard

Last Sunday there were 4 one metres, Mike & Iain bravely repositioned the buoys that had drifted in the ice. Unfortunately there was virtually no wind so the round was a write off.

Membership: Up to last night we have 30 paid up members, including those that have told me they will rejoin and will pay Roy on his return. There are still 7 members that I do not know about. They may have posted their payments to Roy.

We have applied for perking permits for 4 members. They were received in the post this morning & 3 have been distributed.

The permit to work for the Anti Algae Treatment has been received: We need to wait now until the pond temperature is above 10° C.

Mid Thames sent us some information about their new club racing boat. It is supposed to be quicker than a Club 500 with a water-cooled 600 motor. A picture of the boat was circulated.

We were reminded of the coming events for March & early April

Treasurer's Report Roy Noble

Roy's return from abroad has been delayed, so no report this evening.

Scale Secretary's Report Dave Smith

Dave explained that due to the weather February's Scale Day had to be abandoned, fortunately it was a nice day on Thursday 16th and several members arrived with their boats for a Scale Day re-run. Let's hope for better luck on Sunday 4th.

Any Other Business:

One Metre sailing on Thursdays: Nick Panter was testing his 'new boat' on the lake on a Thursday afternoon when the Sculling Club coaches arrived with 4 skiffs & 2 'launches' for a training session. It seems that not all of their coaches are aware of the agreement between us. As the sculling club is so much busier with the 'Schools Outreach Sports Project' we may be squeezed out of Thursdays, the committee will see what can be done.

There being no further business the meeting was closed at 20:00