



# OXFORD MODEL BOAT CLUB

## December 2015 Newsletter

### What's On.....

#### December:

Thursday 3<sup>rd</sup> **AGM** at Jordan Hill

There are no further meetings or events until February 2016. See the new club calendar for details.

#### Website:

[www.oxfordmbc.org.uk](http://www.oxfordmbc.org.uk)

#### Contacts:

Chairman

[chairman@oxfordmbc.org.uk](mailto:chairman@oxfordmbc.org.uk)

Secretary

[secretary@oxfordmbc.org.uk](mailto:secretary@oxfordmbc.org.uk)

Treasurer

[treasurer@oxfordmbc.org.uk](mailto:treasurer@oxfordmbc.org.uk)

Scale Secretary

[scalesec@oxfordmbc.org.uk](mailto:scalesec@oxfordmbc.org.uk)

Sail Secretary

[sailsec@oxfordmbc.org.uk](mailto:sailsec@oxfordmbc.org.uk)

### Annual General Meeting

#### To be held on:

**3<sup>rd</sup> December at 7:30pm at the OUP Sports Facility on Jordan Hill.**

Please come if you possibly can we will be announcing the results of the club sailing & George Wren competitions.

If any member has a proposal to make at the meeting it would help if you could let me know a week before so that I can include it in the agenda. This does not prevent you making a proposal at the meeting but just makes it easier.

#### A cautionary tale:

From - Iain Smith

Someone suggested that the antics Peter and I had on the morning of Sunday 25 October might look good in the Monthly newsletter. So here goes.

I arrived on Sunday morning at about 09:30, the weather was dry and dead calm.

Peter Pulford's boat stand was there where it usually is but no sign of Peter, from the pontoon I could see his yacht, it appeared to be leaning against a tree about a hundred yards away.

I found Peter struggling in the undergrowth with the boat about six to eight feet away caught up between roots and branches close to the bank.

He had a motor boat that he would use as a rescue boat, but it wasn't working too well, we needed a stick or something to push the yacht out with, I went to the store room and found a two metre length of aluminium tube, just the job!

Back to the lake side, I launched myself down the bank to reach the waters edge, but unfortunately the Ali tube had been fitted with hooks about every foot and they grabbed every piece of bramble in front of me; it was as if I was trying to get an umbrella down a chimney up, if you see what I mean.

After much pulling and pushing snarling and bleeding I got to the waters edge, I could just reach the boat and gave it a bit of a nudge, at the same time Peter managed to get to it and got the hook into the rigging, and out it went, Oh joy!,

Except a little bit of a breeze popped up and away went the Britpop, beautifully close hauled on a reach, right out across the lake, out of control because Peter had the motor boat on the same transmitter.

On it went until it embedded itself in the far bank, hooray!! , better and better. Back to the store room for life jackets, oars, and a rescue boat.

It was the morning of the Farmers Market; it's amazing how people standing in queues are difficult to get past, they don't want to move. In case someone gets their place, a lady with an empty push chair seemed to be frozen to the spot, I had to ask her to move, as we were pulling a big rowing boat across the

playground; I had to explain about the yacht we needed to rescue..

Finally we were out and across the grass, down the bank and into the water, ship oars, don our Life jackets, into boat, away! We'd done about two yards and Peter says, "this boat wont go through the gap between the pontoon and the water pipe, and we're sinking!". Bung needed, Peter had seen one and fetched it.

The lake was pouring into the boat at an amazing rate, my shoes were now full, a hurried abandon ship, and haul it onto the pontoon.

With the bung fitted and the boat launched on the outside of the pontoon this time; we boarded and were off.

By this time the motor (rescue) boat had gone out of sight and we found it at the top of the lake level with the tennis courts.

Then away to the other side of the Lake to pick up the one metre, which was about level with our number three buoy, our troubles were pretty well over. Just back to the pontoon up the ramp back through the Sunday shoppers, and deposit all the gear back in its place.

By this time it was about 10:45 I was bleeding from multiple head wounds, and water was squelching in my shoes, time to go home.

I wonder how Thursday will pan out? Iain.....

### Sunday 1<sup>st</sup> November

#### Scale & Sail by Dave Smith

The early morning fog which hung over the pond at Hinksey Park gradually lifted to give us a fine sunny morning for the November Scale and Sail day.

Continuing his line in amphibious vehicles, Paul gave the first outing to his Alvis Stalwart , showing its paces both on land and on the water. I have submitted a couple of pictures, but this really is a project which needs an article

to itself to do it justice, anyway another unusual and complex subject to take on.



With Alans paddler in trouble due to battery failure, the navy comes to the rescue in the form of Iain Smiths finely detailed MTB,



two well built models enjoying the flat calm conditions. (all was well with the paddler after some tweaking.)



Tony had his destroyer back In action after some work structural work on the hull and a repaint. I brought along HMS Kipling, an earlier design K class boat.



Running together they made quite an impressive display.



The American river boat stern wheel paddler was out again, causing a deal of comment, as it made its way around the pond. This is such an attractive and



atmospheric boat with the unusual wave pattern at the stern caused by the action of the paddle. I understand on board music is to be added in the near future, something to listen out for.

This will be my last monthly submission as after six years I am standing down as Scale Secretary. It has been a pleasure watching the scale section expand and explore new territory during this time, long may it continue. I shall still be at the pond taking photos, and perhaps submitting an occasional piece to the Newsletter, see you there.....

Dave..

**Comment from the editor:**

Dave has been the major contributor to the newsletter since I started it six years ago. His reports, full of useful & interesting facts about the various models that appeared at the pond on

scale & sale mornings will be very much missed.

Dave photographed all the boats & grilled the owners about them so that their features & sometimes secret workings were revealed to us all.

Many thanks Dave, you will be a hard act to follow. But I do hope that some other member will give it a try!

**Sunday 15<sup>th</sup> November**

**IOM Round 8 by Mike Robinson**

After weeks of high pressure and little or no wind, today we were greeted with a gale force wind in excess of 40 m.p.h.

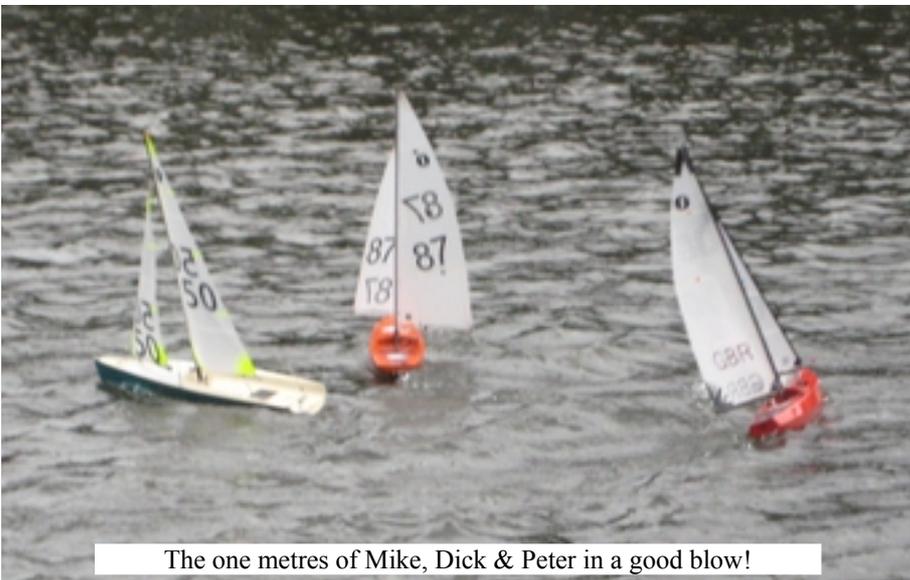
Unsurprisingly only four skippers turned up to race and after Peter and Mike tried out the large lake, we decided that in the event of a problem it would be unwise to launch the rescue boat so we re-located to the small lake where the trees acted as a partial wind break.

Three of us had rigged with storm suits and Keith Barney joined us with a working suit which proved to be an advantage on the more sheltered water.

We set a traditional triangle and sausage course starting from left to right and after ten races the result was as follows:

- 1 Mike Robinson (17)
- 2 Keith Barney (19)
- 3 Dick Skinner (23)
- 4 Peter Pulford (35)

This now completes the IM series for 2015 and having completed only six of the scheduled eight rounds, the final result will be calculated from each skipper's four best scores and will be announced at the AGM Prize Giving on 3<sup>rd</sup> December.



The one metres of Mike, Dick & Peter in a good blow!

**Sunday 22<sup>nd</sup> November**

**Fiesta Round 10** by Mike Robinson

What a contrast to last weekend. Firstly I had to scrape the ice off the windscreen before setting off to the lake and when I got there not a breath of wind.

More disappointing was the fact that nine skippers had turned up to race so all the yachts will now have to wait until next year as we have completed the schedule for 2015.

## STOP PRESS

### AGM NEWS

**Please try to attend the AGM on 3<sup>rd</sup> December at Jordan Hill**

The Club Subscriptions are due to be paid at the meeting and this year they are as follows:

Club: £ 20.00

MYA: £ 14.00

The Club's are unchanged since last year; the MYA's are increased by £1.00.

Only members sailing one metre yachts need pay the MYA subscription.

**The AGM Agenda will include:**

**Apologies**

**Minutes of the last AGM**

**Reports from:**

Chairman

Secretary

Sailing Secretary

Scale Secretary

Treasurer

**Presentation of trophy's**

One Metre: Rose Bowl &

Stewart Wilkins Cup

Fiesta: Bowl & Anchor

George Wren:

Best model, Best sail boat

Best work in progress

**Election of Officers**

*Please note that the chairman & secretary would like to stand down if replacements can be found.*

*& that the Scale secretary is standing down so there is a vacancy here.*

**Any other business**

**GET THERE IF YOU CAN  
IT'S YOUR CLUB**

**Members Models: Paul's Stalwart**

The model was made from information obtained from the 'User Manual' that I bought on Ebay. The hull was constructed from 3mm birch ply suitably reinforced where required with strip wood, fibreglass ribbon & epoxy resin. All the wood to wood joints were made using Titebond II water resistant glue. The interior of the hull is sealed with epoxy resin.



The suspension is scratch built from aluminium & various plastics. The drive shafts from brass & stainless steel. The 10 sprung shockers are 1:10 scale.

The six wheel drive is from a geared motor via a centre differential driving the centre wheels directly & the front & rear wheels via toothed belts.



Steering is via a central servo connected to a rod sliding in a slotted tube, looking from the outside like a normal steering rack.



There are no seals fitted to the drive shafts or steering 'rack'; to cope with any leakage a bilge pump is fitted, this is shown on the right of the following picture with the 'jet' drives at the top & bottom left.

The black velcro strips are for the batteries, all Lipo, 3 cell for the wheel drive, 2 cell for the jet drives & 1 cell for the bilge pump.



Here are a couple of pictures taken at the pond:



During its first outing it went pretty well and my doubts as to whether the steering using the jet drives would be okay were unfounded. However there were a few problems:

The bilge pump inlet was not close enough to the bottom to pick up the water; a new inlet pipe was made & fitted.

The tyres looked very 'flat' & the wheels were spinning inside the tyres when trying to climb the grass bank.

When I took off the first tyre I found it was foam filled, this was very soft and saturated with water. I obtained some closed cell high density foam and made new fillers for the tyres & super glued these onto the rims. It now sits on its wheels with little tyre deflection.



The 'Jet' drives were 'bunged up' with bits of stick, I was lucky it still worked. I made some inlet filters from brass mesh & brass plate. One is shown here before painting in olive drab.

Now for another test sail. Paul....

**Oxford Model Boat Club.**

**Minutes of meeting held 05.11.15.**

**Apologies:** were received from John Shinton & Allan Struth.

**Members present:** 16

**Secretaries report:**

The locker in the store room has been cleaned out and all unused and surplus items disposed of.

The trolley of buoys, etc. needs similar attention and it is hoped a willing member will volunteer to see to this.

Members were reminded of the AGM to be held at the meeting on the 3<sup>rd</sup> December.

The chairman & secretary would LIKE to retire if another candidates steps forward. The current secretary will continue to edit the newsletter.

The treasurer and sailing secretary will carry on for the year, 1960. (unless other candidates are proposed)

The Scale secretary will retire at the AGM. This means that we need someone to fill this important position on the committee.

The revised Club Constitution and rules have been circulated; as no adverse comments have been received a vote was taken on acceptance of the documents; acceptance was unanimous.

A brief run down on the months events was then presented.

Merlin Coates has forwarded a number of boat fittings presented by the widow of a deceased acquaintance; all proceeds to go to charity. £45.00 was raised for Macmillan Cancer Support.

**Treasurer's report:**

Club funds stand at £726.

There appears to be no reason that membership fees should rise in 2016 but remain at the current £20.

The MYA fees stand at £13.00, these may be increased at the MYA AGM.

**Scale Secretaries report:**

There was no report from the scale secretary.

**Any Other Business:**

There being no other business

The meeting closed at 20.15