

Hartsholme Electric Model Boat Club, Lincoln

# Summer Newsletter

May 2010



Photo courtesy of Mandy Cox

Quite idyllic!



Here's a vessel that has all the qualities of Government.  
Large and comfortable for those at the top, anything will do for those  
below where the real work is done!

Does Eric know about these ferries?

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Editor's Note:

Sad to say, no member has found the time to submit an article or item of interest. There must be many of you who could produce some interesting reading if you would put your mind to it. I do not have an inexhaustible list of ideas to fill the pages. It may become too small to be worthwhile.

***I do need some help with future Letters, please.***

## **FOREWORD**

It would appear that winter may be over. The last of the snow, ice and freezing winds have let go their grip of Hartsholme Lake and the waters are now free at last. The waterfowl are swimming with young in their care. The Herons are nesting in the trees on the island. The squirrels have now re-found their nuts and the temperature lakeside is a few degrees warmer, although still 5 degrees colder than the car park!!.

All credit therefore to the stalwart sailing members of Hartsholme Electric Model Boat Club who have turned out through the winter when even the penguins refused and polar bears were spotted on the icebergs, which were abundant on our waters. Well done all those, who with chattering teeth, frostbite and ice building up on moustaches, beards and other parts best not mentioned, who refused, at risk of life and limb, to succumb to the extremes of what has to be one of the worst winters for many years.

Much praise must be heaped upon those intrepid people who time after time risked all to put out competition courses with our beloved competition secretary Peter Hall. Such people are the lifeblood of this club and will be the main reason it continues to prosper. Pete's input to this club is incredible and is the stuff of legend.

Much praise is also due to the likes of Dave Smith who is every ready to go the extra mile for the sake of the club and its members. Again praise is due to Mike Stripp, Darren Hall, John Pell and Graham Hobbs who are always down at the lake on Sundays at the crack of dawn, preparing for the morning's sailing.

Now at long last we can look forward to a summer of sunny days, balmy breezes and a fall out of volcanic ash from Iceland, you didn't want us to have your cod so why send this dust?

The club has continued to prosper, with a healthy number of sailing members, a constant plethora of new models, excited discussions about projects being built and new members joining the future is bright indeed.

The members of the committee, hope you will enjoy the summer sailing ahead. We hope you will find in our competition schedule something for everyone. We hope you will enjoy the light hearted approach which is our byword and hope everyone will continue to enjoy the comradeship and leg pulling which is equally pleasant.

Regards, the HEMBC Committee

## Some Club History

John, our Chairman, has been given some Club documentation that goes back many years. I hope you will find this account from the Spring 1983 Newsletter on the Club's formation to be of interest.

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"Hartsholme Electric Model Boat Club" started out of necessity with the break up over a period of years of the "Lincoln Boat Club" resulting in this club splitting into two distinct groups, Sailing/Power and Scale (electric). The Sailing/Power moving to Brayford Pool and the Scale remaining at Boutham Park Lake. This move caused a split and resulted in Scale becoming alienated and, more to the point, separated as a club.

Boutham Park Lake, though ideal in size, depth and location was far from ideal in that for most of the year the water was difficult to navigate due to weed (both fixed and floating) and other debris. This caused the few remaining members to consider another location and in particular, "Hartsholme Park Lake".

Mr Harry Eden (present Club secretary) contacted the relevant officials over a period of months and sought to use Hartsholme Lake on a regular basis. Permission was granted subject to the meeting of set standards / conditions as laid down by the Park Authorities, i.e. insurance cover, and to this end, MPBA membership, giving insurance cover and National (best club) recognition, was applied for in late Spring 1982, under the name of "Lincoln Model Boat Club". Due to a series of misunderstandings and impatience between certain founder members with the Park Authorities and the MPBA, the club never reached fruition.

The remaining members and newcomers (totaling 7 or 8) were now in a state of limbo and during the weeks that followed new leadership / direction developed and a positive step now needed to be taken in the forming of a "New" club.

This resulted in the appointment of Mr. Tony Bilboa as Chairman, Mr. Harry Eden as Secretary and Mr. Paul Bilboa as Treasurer, the club being named the "Hartsholme Electric Model Boat Club", 'electric' denoting that only Electric, Steam and Sail were to be used, NO i.c.'s (internal combustion).

On September 27<sup>th</sup>. 1982 with membership having increased to 14, MPBA fees were forwarded and the "Hartsholme Electric Model Boat Club" was now on the map . . . .

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Well done them for what we have today.

## Provisional Programme of Events for 2010

### January

Thursday, 21st. Achiever of the Year - Ray Motley  
 (Committee nomination)  
 Committee Member of the Year - Graham Hobbs

### February

Sunday, 14th. Target Competition - 1st. Andy Baker  
 2nd. Andrew Palmer

### March

Sunday, 7th. Tug Towing Competition.  
 Ray & Johnathan - 3 points  
 Dave & Adrian - 9 points  
 John & Phil - 11 points  
 Nat & Andrew - 14 points

### April

Sunday, 4th. RNLI Steering Competition  
 1st. Nat Palmer  
 Equal 2nd. Darren Hall and Andrew Palmer

Sunday, 18th. Tug Towing Competition.  
 Ray & Johnathan - 3 + 20 = 23 points  
 Dave & Adrian - 9 + 24 = 33 points  
 John & Phil - 11 + 32 = 43  
 points  
 Nat & Andrew - 14 + 24 = 38  
 points  
 Graham Hobbs - 0 + 29 = 29 points

### May

Sunday, 16th. 'I'm Paired' Competition  
 Sunday, 23rd. Tug Towing Competition

### June

Saturday, 12th. Lakeside Picnic including 'Best Boat To Take Home' Comp.  
 Sunday, 13th. Poacher's Cup Competition  
 Sunday, 27th. Steering Competition, Midsummer Cup

### July

Sunday, 4th. Plank Race  
 Sunday, 25th. Steering Competition, Lincoln Cup

### August

Sunday, 22nd. Snooker on Water Competition

### September

Sunday, 5th. Tug Towing Competition  
 Sunday, 19th. Steering Competition

### October

Saturday, 16th. Night Sailing Competition.  
 Thursday, 21st. Annual General Meeting.

## Commodore's Comments

This season has begun with regattas where the racing has been keenly competitive and with many close finishes. Even with the start delayed until March it has sometimes turned bitterly cold enough to call a halt for that day. During the second regatta there was a gentle drizzle much of the time. We pushed our luck to go for one too many heats. Just after the start the heavens opened and it started to blow a gale. Dave and Eddies' yachts became entangled at the first mark whilst the remainder of the fleet struggled to make headway round much of the course. Pete showed us the way and romped home half a lap ahead which made him winner on the day.

Dave was the first to reach 100 points and has started this season in cracking form. Chris finished his yacht just in time to start the first regatta with us. He has been dogged by radio problems which have spoilt the first few races for him. Vic is usually only able to stay for the first three or four heats. There is no doubt that if he sailed in all of them he would be well ahead on points.

I haven't listed the dates of the remaining regattas but anybody needing a list can have mine or can pester Pete for one. Rumour has it that John Stanyon might join in soon. Love it as the fleet continues to grow. It's more points!!!



Large motor yachts are a status symbol nowadays. The Club's funds are quite healthy and I was wondering . . . . .



These '50p Round the Lake' trips have got to stop!

## WEIL'S DISEASE



This article appeared in the Club's February 1989 Newsletter but is just as appropriate today:-

What? I hear you cry! A medical topic in our Newsletter – what next? However, dear friends, it is an unfortunate fact of life, and could be more relevant than you think.

This disease is spread by a bacterial infection carried in the urine of rats, and so it contaminates the water and banks where they live, but it can only survive in wet places. It can enter the blood-stream easily through minor cuts and scratches, but can also be absorbed by the skin, eyes and nose. Those most at risk are fishermen and others in contact with the water, but cases have been recorded of people catching it simply by falling in once! It is a serious illness requiring hospital treatment and can affect the liver, causing jaundice, and the kidneys, causing complete failure sometimes and about five percent of victims die from it. The most common symptoms are similar to 'flu – high temperature and pains in the joints. Delay in seeking medical advice is the most common cause of fatalities.

It seems to me that our hobby involves us with water fairly closely and it would be sensible to take precautions against it. Keep all cuts etc. covered with waterproof dressings and wash thoroughly after contact with the water. If you suddenly exhibit the above symptoms within a few days, or up to three weeks of contact, then seek advice quickly. Ok, it may only be 'flu, but better safe than sorry!

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“I got nervous and when I called “Fer . fer . full as ter . ter. ter . tern.” it was too late.“

Electrics Master Class - You Wish!!!  
or  
Pay Attention – I'll ask questions later.

The Formulae We Use – Perhaps.

Watts = Volts x Amps. A measure of Power that most of us ignore.

Ohm's Law. Amps =  $\frac{\text{Volts}}{\text{Resistance}}$ .

The resistance in our case is that of the motor. We cannot change it. To keep the numbers simple in this example let's say it is 1 ohm. If we use a 6 volt battery then the motor will draw '6 divide 1', i.e. 6 amps. With an eighteen ampere battery the motor will run for '18 divide 6' = 3 hours. Change to a 9 volt battery with the same ampere rating. Now the motor will draw 9 amps and will run for 2 hours. I hope you can see that increasing the voltage will give more power but for a shorter period of time with a given battery capacity.

It has been suggested that you can use a higher voltage and then control the wattage. Yes, you can, but that is misleading. It requires the insertion of a resistance between the battery and the motor. Most of you already do this with your ESC (Electronic Speed Controller). Using the example above and adding a 3 ohm resistance we get:-

9 volts divide 3 + 1 ohms = 2.25 amps. 9 volts x 2.25 amps = 20.25 watts.

But with a 3 volt battery and no extra resistance we get:-

3 volts divide 1 ohm = 3 amps. 3 volts x 3 amps = 9 watts.

Keep focused that in the latter case the motor is drawing more amps for less watts. Where has that 11.25 watts gone? Well, my dears, you are contributing to global warming – it has gone in producing heat. That is why power transistors and your ESC's have cooling fins or a cooling back plate (you do leave space for air around the back of your Electronize controller, don't you?). Plus you may be carrying a heavier payload by virtue of a larger battery than is required. Of course, this is a hugely oversimplified example of what actually occurs but the broad principle is correct.



“The Captain insists that on this ship he is God.  
Now's his chance to show us a miracle.”

or

“But they looked like thunder-bugs on the chart.”

or

“If they weren't so mean they would pay for a dry-dock.”

## More Electrics

### An apology.

(This is difficult. I could put it into very small print because nobody ever reads that. But no, I'm not a politician so I will have to accept responsibility and own up and face the music.)

I was always taught and have **dogmatically** insisted that you should never ever connect batteries 'in parallel'. However, you will find countless instructions on the internet on how to do this so perhaps I must accept that it is quite common practice. I do apologise to those members who I have persuaded to install their systems in a way other than they had intended. I really am *Sorry*.

I would still advise caution as per these quotes on the internet:

*"Figure 4: Parallel connection with one faulty cell.*

A weak cell will not affect the voltage but provide a low runtime. A shorted cell could cause excessive heat and create a fire hazard."

"Putting voltage sources in parallel is potentially very dangerous, especially if there exists a difference in potential between the cells. The internal resistance will cause an over current (short) situation through one of the loads (cells) and may cause one cell to explode or catch fire. One should never put voltage sources in parallel, only current sources."

### Frank.

P.S. After writing this I emailed the question to Exide, Varta and Oerlikon but ~~none of them have found the time to reply.~~



“Pete” “Dave” “We could postpone the competition until next week. What do you think?”

# Hamlette.



To glue or not to glue – that is the question:  
Whether 'tis neater to glue and thus avoid the head of the offending screw,  
Or to screw, and, by so doing, strengthen that which must remain secure.  
And, by choosing, assume the risk that cyano does present,  
To the flesh it has a fond attraction.  
Perchance to touch the brow that does irritate.  
Ay, there's the rub  
For in that brief moment of a touch the digit now is strong attached.  
To suffer the agony of a sudden separation  
Or, in trepidation, remain in permanent salute  
Must give us pause.

FAB with apologies to WS



“No Les, it's ‘to Port’ on the way out and ‘to Starboard’ on the way back!”

## Black Wire Corrosion.

This extract is from 'The Complete Marine Radio Control Manual' by Hugh Bright and published in 1999:-

This evil only attacks the negative conductor and it is not the use of nicads or metal hydrides that causes it. It can occur with a simple AC/DC power source and is not confined to R/C equipment. It does, however, have one common denominator – moisture. It is an electrolytic reaction which causes corrosion to a negatively-polarised conductor in a moist atmosphere.

Of the three R/C modeling disciplines, marine conditions are the worst for creating possible failures. The R/C system is required to work in humid conditions where ventilation is non-existent because of the need to keep the inside of the hull dry, conditions ideal for breeding 'Black Wire' corrosion and all marine workers must be aware of the danger. Systematic checks of all wiring, especially the negative conductors, to and from the Rx power supplies, including switch, charging socket and connectors must become a regular habit. This is why it is recommended that the wiring harness and switch supplied with the equipment is discarded and replaced with a custom built system. If the harness is new the leads and connectors can be retrieved and used.

'Black Wire' corrosion is the copper strands making up the conductor literally rotting away under the insulation. As it rots the conductor becomes more and more resistive to the current flow which will eventually prevent the receiver and servos from working. If left unchecked the conductor will completely disappear. In the initial stages the wiring appears dull and will slowly turn black – hence the name. Inspection requires the plastic insulation being peeled back to examine the bare conductor, needing the use of a sharp knife which can easily sever the fragile strands and reducing the current capacity of the conductor. If, however, a custom built wiring harness is used, inspection points can be built in and this possible future failure avoided.

Once 'Black Wire' is found the only solution is complete surgery and replacement of the conductor affected. Never attempt to cut back and resolder even faintly tarnished wiring. The solder will not bond and will very quickly become a high-resistance joint leading to inevitable failure.

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Out of interest I have had a search on the internet and apart from a lot of duff advice there was little of value. Some did confirm what Vic and Chris have been suggesting which is to use 'tinned' copper wire which may have more resistance. Apparently 'Navy' wire also has a gel inside – the very best marine quality – any contacts Rick!!! Actually that may just be the *American* navy; can't imagine that the MoD would pay for it while they need to buy £1,000 chairs for their offices.

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Rule 1. - It is always colder down by the Lake.

## The Plank Race.

This is a good opportunity to remind members that the Plank Race is scheduled for the 4<sup>th</sup>.July. There is still plenty of time to assemble a plank so here is a brief look at the rules. Please ask if you would like a copy of the full rules which also include the details of how the scoring works. For our newer members and to avoid confusion the Plank Race is *NOT* a race! It is a straight running contest using your plank.

The wooden plank has a maximum size of 48" long x 6" wide x 1" thick. It may be smaller and it may be shaped. It must not be built up all the way round to create a displacement hull. You may add a superstructure if you wish – this may be useful to protect running gear.

Underwater keels, fins, rudders, stabilizers, etc. may be fitted to improve straight running but they must not be used to improve buoyancy. To keep things simple they may be made of wood.

No form of manual control may be used. Once released the plank must proceed unaided by the operator or anybody else – which includes trained pets.

If a motor is powered by a battery then this will incur a penalty. Wind power, clockwork, rubber motor or steam are all acceptable. A motor driven by solar panels is also ok.

An automatic means of guidance is acceptable provided that this does not involve external assistance.

Each plank will be required to make three attempts at the course all spaced out between other competitors. The final score for each plank will be its second best score of the three. This cancels a lucky unrepeatable one-off from stealing the prize. If a plank does not complete a third attempt then its second best score will still count.

This can be a fun occasion and the more competitors then the merrier it will be. Only Chris's planks completed the course last year so you are not facing very stiff competition. Make up your mind to give it a try.

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“Oh yes, that **was** a good idea. I can get a cheap SatNav on eBay, he says.”

## How to fill a spare page.

To show that you cannot believe any photograph today I thought you might like to see how these pictures were made.



Find a boat full of passengers.



Use a picture of the Club boat.



Extract the passengers



Load in the passengers.



Adjust detail here and there and rebuild the far bank. The hawk-eyed amongst you will notice that it isn't the same as in the original.  
Not to scale? Ah well, they call it artistic licence.



This one was easier. Just remove the surplus detail and add in some colour. Yes I know, but I *am* colour blind!

## Gossip & Scandal



The RSPCA have advised that the alligator that ate Darren's boat is almost certainly a lost or abandoned pet. They also advise that it is probably not safe to let your children stroke it. This does not appear to rule out encouraging the neighbour's brats . . . .

Plans to drain the Lake are on hold at the moment. Anglian Water claimed sewage charges to cover the waste water. The Council countered that it was a 'soak-away' just like those beside a house. Anglian Water say in that case they will have to fit a water meter before the Lake is refilled because that is a *new* lake just like a *new* house. (Yes, you can make this up!)

A wooden duck house has drifted into the lake. If anybody knows the owner could he/she be requested to remove it, please.

If there are any more volcanic eruptions resulting in heavy dust clouds then the owners of military models may have to fit homing beacons to assist the rescue guys.

The amalgamation of Defra and the Fisheries & Marine Authority means that from the 1<sup>st</sup>.September the operators of craft sailing in public waters must either hold a Master's Certificate or an NVQ in Animal Husbandry.

Jonathan assures us that the snake that swam across the lake during a regatta was **not** an anaconda.

Reports of an apparition moving in the lake are not without foundation. Be not afraid!; it is just Eric's albino submarine.

Archimedes's principle states that a body immersed in a fluid is buoyed up by a force equal to the weight of the displaced fluid. Now I just know that there is a punch line in there somewhere – what say you, Bob?

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### From the Bridge.

Helmsman: "Can you give me the course over the ground?"

Navigator: "Two Zero Six Degrees."

Helmsman: "Is that 'True'?"

Navigator: "Yes, it says so on the GPS."



What did he mean? My boat isn't a model of one of these!



The End?