

Hartsholme Electric Model Boat Club, Lincoln

Winter Newsletter

November 2010



‘If you want to smoke go out on the balcony.’ Yeah,
right!

CLUB OR COMPANY? - FOOD FOR THOUGHT

Down at the lake it has been noted that some members have complained that the boundary rope and boat hoist have not been erected. It is open to **all** members to put them out. Just three things are required:

- i. A boat house key which can be borrowed or purchased.
- ii. Collect the items from the boathouse and erect them.
- iii *The will to do it.***

If some members find this arrangement unsatisfactory then they may consider advancing a proposal to make changes. As a **club** the membership subscription does not include that such facility will be provided automatically for you. Members are expected to shoulder their share of the support tasks.

An alternative might be to offer to pay members who are willing to carry out these tasks. There would certainly be many difficulties in implementing such an arrangement. You will take on the laws concerning employment, minimum wage and, of course, cross the path of the Tax Man. This could probably only be handled in a satisfactory manner if the Club is converted into a Company. That would then require the appointment of members to a formal committee (board?). They would have to be paid sufficiently to cover their risk of being sued in the event of something going badly wrong. Such an arrangement would require a huge increase to several times the current subscription level.

So there you have it. Pay a lot, lot, more for the service or get stuck in and share the tasks. Thank you in anticipation of your future co-operation and assistance.

IMPORTANT REMINDER.

After having gashed some fingers and got them wet with the lake water they needed attention at A&E. I mentioned the risk of Weil's Disease to the staff. They took it very seriously and prescribed ten days of antibiotics. If you get a cut or graze wet at the lake then **do** report it to your GP. If you wait to see if you experience any symptoms then you risk serious damage to some internal organs. It isn't worth taking that risk.

Editor's Note:

Following my plea in the Summer Newsletter I'm pleased to report that several members have kindly submitted articles and ideas for the newsletters. I hope that others will now be encouraged to do the same.

Go on, you know you want to do it. Get your work into print. It could be the start of a whole new interest and make you famous!!!

Chairman's Report

Well Ladies and Gentlemen we have had another successful year with the membership up and also the club is in a very good financial position. The competition calendar this year was quite full with some very good competitions organised by Peter and quite well attended. The newly started tug towing was enjoyed by everyone involved and I hope next year we can resolve a few problems and attract a few more tugs. The Saturday regattas are going from strength to strength with more members buying Micro Magic's and attending the racing, making some very exciting and close races.

We still have the problem of the setting up of the courses by the same small group of people headed by Peter, we really should work hard to resolve this Problem, it can't go on for ever.

Yet again we have had a break in at the boathouse. This time they got in under the waterside gates: nothing of ours was taken but they got away with the Rangers inflatable. We were very lucky this time.

On the whole I think as a club we give a very good account of ourselves in the eyes of the general public. I heard from a member of the public that we put on a very good show at Spilsby. It was nice of Brian Ward to donate the model lighters to the club for the work we did in helping to set up and put away at one of his open days last year. We also put on a good display at Doncaster and very well done to Adrian for bringing home a trophy. We have some outstanding modellers in our club and it's nice to see it doesn't go un-noticed.

Finally I would like to thank Mandy for the sterling work she does as Treasurer and she relentless way she takes money out of us all on competition days. (it's not easy). Also thanks to Graham for his work as Secretary scratching away quietly with his quill, and last, but by no means least, Peter for all the hard work he does organizing and making the competitions so enjoyable for us all.

John Pell

Competition Secretary's Report.

Dear Members,

First of all I would like to thank my helpers for the year, Dave, Darren, Graham, Ted, John, Mick & Mick Coney. I think the year has been a great success. Thank you for all your support this year and I hope to see you all next year. Many thanks to Dee for taking the time & effort to get all of the trophies engraved.

Could someone try to check the boat house every week because the Ranger's inflatable boat has gone walkies.

And last of all could I thank Frank, the Commodore, for running all this year's yacht races and for printing up the newsletters.

Pete Hall 1

The Secretary's Report

My time as HEMBC Secretary through 2009/10 season has been a very pleasurable one, although the time I have had, through family and business reasons, to spend on the job has been limited and I have not been to the lake as much as I would have wished this year.

The club has lasted yet another year, which has been packed with activities, from regattas to competitions to tug towing, to exhibiting at Spilsby, Doncaster etc. Prizes have been won by our stalwart members and the club should now be recognised for its efforts as amongst the best one can join. There are more members than ever, more competitions and more money in the bank and every good reason to believe the club can go on infinitely.

I would like to thank everyone who has made my job easier, covering for meetings I have missed and reminding me of items needed, lest I forgot. Fortunately, there has been little to do as secretary, but to ensure the ramblings of the members at the meetings have been recorded in some logical order and ensure minutes, etc. have been processed in time for the next meetings. Given the surprising amount of time my new job is stealing from my private time, it may be wise for the members to consider a new secretary, who may have a little more time on hand to ensure all the club matters are dealt with.

I thank All of my fellow Committee members for the splendid way they carry out their tasks, without such people clubs like ours would not survive, as has been seen with other local clubs which have suffered this year. They unselfishly devote much time to the pleasurable activities of our members.

I thank all the club members for their support and willingness to take part not only in the sailing and competitions, but also in the affairs of the Club. I truly believe we have one of the best model boat clubs anywhere.

I have to say that it would be nice to see new blood on the committee, most of us have served for some time in different roles and whilst happy to do so, others should step forward and help to keep the club fresh and help us move on. It is always nice to ride in the car, but the driver is the one who gets tired!!.

2010 to 2011 will no doubt be another superb year. I am sure that if we keep doing the things we love doing, seeing the faces we love seeing, enjoy the models we love sailing, the banter and barracking which keeps us in our places and most of all ensure that we have fun, then this club has a long and happy future ahead.

Graham Hobbs
Club Secretary.

The AGM held 21st.October 2010.

This is just a general summary of the proceedings. If you wish to see a full copy of the Minutes then a tactful request to Graham will probably do the trick. Similarly, if you wish to see the full Club accounts then have a word with Mandy.

The meeting opened at 7.35 p.m. There were 22 members present with six apologies.

The Chairman presented his report which is repeated elsewhere in this newsletter. The Secretary followed and his report is also included. The Treasurer advised that there were now 67 sailing members, two associates and three volunteers. Two new members were also attending the meeting in order to join. The Competition Secretary gave his report and stressed to the members that everybody is responsible for the running of the club and that they should not expect the Committee members to do everything for them.

All Committee members were re-elected to serve for another year. Both the Chairman and the Competition Secretary notified members that it is their intention to stand down next year. The Secretary has said that he would be happy to hand over to anyone who would like to take over that task.

Some discussion covered the problem of fairness when different sizes of boats compete against each other in steering competitions. It was decided not to make any changes because it is preferred to keep rules to a minimum. It is open to anyone to build a more suitably sized boat if necessary. A minimum length of 24 inches might be considered.

The question of a limited membership was discussed and it was decided to keep things as they are. There is some concern that the parking area may be overwhelmed if more members than usual turn up. To this end any member attending the lake but not bringing a boat might consider using the main car park at the park entrance.

The decision taken at the September meeting that all new and re-joining members must operate on the 2,4 Ghz radio frequency was formally ratified. This is necessary because the 40 Mhz frequencies are crowded and 2.4 Ghz equipment is now more affordable.

In order that all members are able to operate their models in a suitable fashion it is requested that ,when the fast electric boats are out for a run, all others give them a clear run for the short time that they need.

There being no other business the Chairman closed the meeting at 8.40 p.m.

Reminder.

Membership subscriptions for 2011 fall due for payment on the 1st January. Don't forget the club rule which states that a penalty of £3.00 will be added to outstanding payments from the 1st February.

In the Beginning.

When I saw Harry Eden's name mentioned in the Summer Newsletter it brought back many happy memories of the Hartsholme Electric Model Boat Club's very beginnings. Harry and I were totally disenchanted with the Lincoln Boat Club and we had mumbled and grumbled between ourselves about the bias that existed in what we quietly referred to as "The Lincoln Yacht Club". This was sadly divided with the yachts sailing on the Brayford Pool, lacking nothing in resources, leaving the Electric and IC folks to just about fend for themselves at Boultham Park Lake. The lake at Boultham Park was heavily weeded in the summer as soon as the sun became strong enough to draw it up.

The Angling Association, who had the rights to the water, would not hear of us clearing the weed from an area for our own use and so fouled props were the norm. One Sunday Harry said to me "I am fed up with this", after yet again having to retrieve a dead boat, "I reckon we should start a new club." I agreed but where to go?

Harry was in contact with a City Councilor from time to time and spoke to him about the possibility of us using Hartsholme Lake for model boating. By this time our number had grown to five. And so the five of us met with the councilor at Hartsholme Park. We took our models to this meeting so that he could see that we were in earnest. The outcome of this meeting was jeopardized at one point with one of our number trying to rush for a conclusion. Happily things were smoothed and in the fullness of time we were given permission to use the lake with the main proviso that IC would not be used.

And so, having lost a man overboard leaving us with four in number, the Hartsholme Electric Model Boat Club came into being. Harry Eden Chairman, Treasurer Eric Farrington, Allan Evans Secretary and I, still as I am to-day, member number five.

Continued . . .

Word soon spread that a new club had formed and with Allan's driving force the membership grew. We were all very saddened when Allan moved away from Lincoln due to work commitments, taking with him our sincere thanks and lifetime membership to the club that he had tirelessly worked to establish.

Last summer Allan and his wife returned to the waterside for the first time since leaving us. Not knowing what to expect he was pleasantly surprised to see so many boats on the water that beautiful Sunday morning. Although I learnt that his interests had diversified I found his drive had not diminished at all. All too soon they were on their way home. As we parted I suggested he bring his boat next time. I do hope he will.

Mick Coney



“Failed”. Pete’s a tough judge!

PLANK RACE RULES.

At the start of the last Plank Race there was doubt expressed as to the acceptance of outriggers, i.e. stabilisers. For the sake of clarity here is Rule 4 as it was:

Rule 4. Underwater keels, fins, rudders, stabilisers, etc. may be fitted as necessary to improve straight-running but they must not be used for the purpose of providing extra buoyancy. Such items may, however, (for the sake of simplicity) be constructed from buoyant material (e.g. wood).

It follows that, in the spirit of the competition, when two stabilisers are used only one will be in the water at any one time. This ensures that they are not being used to provide extra buoyancy.

Fast Electric Racing

Hi All.

Frank has been asking us members to do a piece for the newsletter. So here I go. If, like me, you have been itching for a bit of speed down at the lake instead of just messing around on a Sunday morning then I may just have the answer you are looking for. Whilst searching through YouTube the other day, as one does, I came across a video of some **Club 500** racing and this looks like real fun.



So this got me thinking (I know that's hard for you all to believe), would any other members like to have a go at this? The Club 500 is a kit from Model Slipway and was introduced to offer a low cost medium speed boat suitable for general use or inter club racing. It is 515mm long and everything to build the basic model is supplied in the kit – propeller, propeller shaft, rudder/tiller, 550 motor, coupling and window decals. The rear spoiler can be fitted in either of two positions giving a choice of appearance.

It comes in a choice of six colours: red, yellow, green, blue, white and orange for the deck and superstructure. The hull is white. The additional items required are Radio Tx and Rx, an ESC and a 6v-7.2v Nimh racing pack plus charger. Well I think most of us have the additional items laying around in our workshops or bedrooms.



There is, of course, a set of rules to follow which I will not go into until there is enough people showing some interest.

So, before you run out and buy one, be aware that there is discount to be had if we buy in bulk:-

1 kit	£42ea + p&p
2 to 4 kits	£38ea + p&p
5 to 8 kits	£36ea + p&p
9+ kits	£34ea + p&p

I hope this has inspired some of you to have a go. If so, please get in touch.

Darren Hall.

E-mail, daz.hall@ntlworld.com

Count me in, Daz! - Ed.

DIVERT YOUR COURSE!

Submitted by Mick Coney.

This is the actual radio conversation between a US Naval Ship and Canadian Authorities off the coast of Newfoundland in October 1995. Radio conversation released by the Chief of Naval Operations 10th.October 95.

Canadians: Please divert your course 15 degrees South to avoid a collision.

Americans: Recommend you divert your course 15 degrees to the North to avoid collision.

Canadians: Negative. You will have to divert your course 15 degrees to the South to avoid a collision.

Americans: This is the captain of a US Navy Ship. I say again, divert your course.

Canadians: No, I say again. You divert your course.

Americans: This is the Aircraft Carrier USS Lincoln, the second largest ship in the United States Atlantic Fleet. We are accompanied with three Destroyers, three Cruisers and numerous support vessels. I **demand** that you change direction 15 degrees North or counter measures will be undertaken to ensure the safety of this ship.

Canadians: This is a lighthouse. Your call!

There is a convincing video of this but the lighthouse is in Ireland:-

<http://www.flixy.com/uss-montana-silva-marine.htm>

This website advises that it is all a joke on the US navy:-

<http://www.snopes.com/military/lighthouse.asp>

A pity because we do like to think of the Americans as arrogant b.....'s.

No, no! That's 'blokes' - what were you thinking?!!!

A Rough Guide To The New Technologies.

It seems that more and more people in the club are beginning to come round to the idea of brushless motors for their new builds and to update old ones. I thought it was time to spread a little knowledge.

There are two kinds of brushless motors: an inrunner and an outrunner. The inrunner is very much like a normal can style motor to look at with the exception of the wires coming out of it. You can secure it in exactly the same fashion as the normal can motor whereas an outrunner secures only from the one end and nothing should be allowed to touch the outside of the motor. The whole thing rotates from its mounting point.

Inrunners tend to be less powerful than outrunners because they normally only have 2, 4 or 6 poles on their core. The outrunner normally has about 14 and the magnets rotate around the winding that are in the centre of the motor so having a larger leverage for the same size motor.

You need a brushless speed controller for these motors, they cannot run on anything else. These are basically an A/C motor which is fed via three wires; one phase being fed then the next via lots of complicated voodoo and wizardry. You must set the speed controller up for the appropriate number of poles that your motor has or it will not run efficiently and may damage the controller or motor or both.

The controller also needs to be set for the correct battery type for cut off levels, especially if you are going to use a Lipo battery. This is a serious must as if you are using Lipo and the voltage of a single cell drops below 2.9 volts the battery will be ruined.

If you want to use Lipo you must get a charger that is capable of charging them and you need to match the cell count on the charger to that of your battery. It is advised that you balance them so all the cells match every time. If they get out of balance and you charge them to higher than 4.2 volts per cell they may catch fire and it's a chemical reaction that you won't be able to put out!

My last note is about amps. When I started boating over 25 years ago I was given a bit of advice that I think still has some relevance even today. I was told that prop size should roughly be equal to can size as a rough guide point.

How many times have we seen models put onto the water to die after a few feet only to find there is a 28mm motor trying to drive a 50mm high pitch prop. My speed boat is driven by a 36 mm diameter motor driving a 37mm surface drive prop. It draws an average of 26 amps and with an 11.1 volt lipo and 2300kv motor and it's pretty quick.

Do the sums for you motors. A fast patrol boat probably needs a prop speed of around 10,000 revs or so. Work out the motor kv multiplied by the voltage you intend to run on to get the right size motor. If I was to stall my motor then according to ohms law 11.1 volts divided by the resistance of my motor, .014 ohms, is 792 amps. So if you over prop then damage will happen. Start with a small prop and work you way up not the other way around.

Don't be nervous, just use a bit of thought.

Pete Coxon

HEMBC 2011 Calendar

Would members be interested in an HEMBC 2011 calendar?

Those of you who have had them in the past know the quality. The calendar comes with all the important dates on so you will not miss a club meeting or a competition.

The price for 2011 HEMBC Calendar is £13.98

Anyone interested in purchasing a copy should contact Darren Hall;

Telephone 01522 820429

daz.hall@ntlworld.com

Also ,if anyone has a picture that they would like to see in the calendar, could you please send/hand them to Darren.

Jonathan's web site is a good source of pictures:

<http://homepage.ntlworld.com/stuart.cox/hembc/index.html>

Can I just say that it is very time consuming to produce calendar. If there is not enough interest the calendar will not be produced.

WANTED

MTB boat, PT boat or MGB boat as an Xmas present for my son.

It must have a crew.

Contact: Darren Hall - details as above.

Commodore's Comments

Congratulations go to Pete Hall, this year's worthy champion. Very well done!

This has been our most successful season yet. The fleet grows steadily and there are often eight or more yachts competing. Many heats have had very close finishes which suggests that we are doing something right. I believe that there are more yachts being assembled which bodes well for next year.

The weather has provided us with the extremes of conditions; from too much wind to next to none at all. On one occasion the decision to have 'just one more heat' proved to be an extremely poor one. The rain started with venomous intent and all assembled left in a very wet condition! Much praise must go to Pete and Dave for venturing out in the storm to retrieve the buoys.

The fleet has developed its own nautical terms. "You're blocking my passage." "Who's missed the buoy?" "Is this still the first lap?" "Where did you get that wind from?" "Oh no I bloody didn't."

Having asked each of the regular skippers their own opinion regarding the handicap system the majority thought it should be discontinued. That being the case it will not be used next year and we will see how things turn out. Also agreed, informally, is that we will try out the inclusion of an 'Approach Gate' before the Start Gate. It does not mean that skippers should take an 'anything goes' attitude to their sailing tactics as they near this gate. Fair play and good behaviour apply equally here as to anywhere else on the course. Hmm, yes, well we will have to wait and see!!!



Oops! His support wire has snapped or detached.

Don't forget to overhaul your boat's rigging before the next race season!

Déjà Vu



Jonathan spotted this Spanish pilot boat on the Solent. Some of you might feel that you have seen it before!



Same fleet, similar boat but a different cabin.



The first sighting at Bilbao that inspired the project.

Photographed from the ferry 'Pride of Bilbao'.

Gossip & Scandal

It was good to have Bob re-join our ranks this summer looking like a new man.

We are worried about Adrian. He turned up at the lake with a pocket size Bluebird 1 that he had built. Is his sight failing? - hope not because it is a bit quick!

Rumour has it that Pete Coxon will be ready to make an attempt on the water speed record in 2012.

With the members' average age steadily increasing we may soon need a Park & Ride facility between the car park and the lake. Tenders for the service should be submitted to your Committee.

David confounded the 'experts' by installing a 2.4Ghz receiver inside his all steel tug and showing that it worked perfectly. Nice one, Dave - and the boat is rather nice too.

Hartsholme was the real winner of this year's Poachers Cup - having 'poached' several members from neighbouring clubs. How to retain these long distance travellers? Hurling abuse at them does not help - yes, I know it is fun, but stop it!

On eBay: True scale model of HMS Astute c/w damage to rudder and lower hull.

Random Jottings:

Be prepared...it wasn't raining when Noah built the Ark.

Only poor people go to the beach...the truly impoverished own model boats.

Only incoming artillery fire has "the right of way".

Propellers are very expensive depth sounders.

Remember that the Ark was built by amateurs and the Titanic was built by professionals.

For Sale?

It has been suggested that we might include a 'For Sale' page in the newsletter.

If members are interested we could try one in the Summer edition. This goes out at the May club meeting so I would need to receive your entries by the end of April at the very latest. You would need to provide:

Details of the item for sale and the asking price.

Details of how to contact you.

A photograph if you wish and provided that space allows.

I would prefer that you send them to me by email but hard copy will also be acceptable. My email address: f.butler137@yahoo.co.uk



Sea Fever

I must go down to the seas again, to the lonely sea and the sky,
And all I ask is a tall ship and a star to steer her by,
And the wheel's kick and the wind's song and the white sail's shaking,
And a gray mist on the sea's face, and a gray dawn breaking.

I must go down to the seas again, for the call of the running tide
Is a wild call and a clear call that may not be denied;
And all I ask is a windy day with the white clouds flying,
And the flung spray and the blown spume, and the sea-gulls crying.

I must go down to the seas again, to the vagrant gypsy life,
To the gull's way and the whale's way, where the wind's like a whetted
knife;
And all I ask is a merry yarn from a laughing fellow-rover,
And quiet sleep and a sweet dream when the long trick's over.

John Masefield