

POOLE RADIO YACHT CLUB-

NEWSLETTER— AUGUST 2011

Commodore's Jottings.

This is my third brief .

Our last newsletter does seem like a long time ago, the problems we had then with weed as now, the fact that that we could not sail and the problems other clubs were suffering. Well we have got lucky, you may not think so but just look around at other clubs, Gosport club still can't sail, neither can Hampton Court, Bourneville club and many other clubs are suffering.

Back in May our council put a weed cutting machine in the lake , which along with the dye the council have added to the lake this appears to have kept the weed in check , it is interfering with sailing but some days more than others , with floating weed drifting around our lake, though we are not sure quite where it comes from .

Club members have been using our new venue (Longham) or did , until our lake was more usable again, but we have not used it recently. We did run a couple of "RA" class races out there and sailing was really good, although the main problem with Longham is launching as we have to use the slipway. But soon launching will be much easier as the water board are installing a pontoon on the side of the lake for us to use, so keep a eye on the forum for details of when it's finished.

Talking about the forum , I am pleased to see it is getting used by quite a few of you . Good .

In early July the club ran a Laser open race meeting which was a bit of a worry, as we were not sure we could find a part of the lake that was weed free. Well as luck would have it the wind direction was from the East which meant that the best sailing would be had by setting a course in the big Lake, just the other side of the catwalk , and we sailed there all day and had very little trouble from Weed .

A couple of weeks ago three members of our club went up to Fleetwood to take part in the RA class Nationals a 3 day sailing event. One other of our members went to watch, that's dedication for you, as Fleetwood is about 300 miles north of Poole. There were 30 boats entered , and racing was split into 3 fleets, racing was quite testing as Fleetwood Lake is very long and with the wind straight down the lake, it makes for a good long Windward leg, but also makes for a long run downwind. Which with modern "A" class boats meant that we had to run to keep up with the boats, so that we could get close enough to the bottom mark so we could see well . We had a variety of conditions, from light airs on Saturday, Top end of Top suit on Friday and Second suit on Sunday (strong winds) the results: David Munro finished 16th Phillip finished 18th and I finished 2nd , and we all had a great time .

If you fancy taking part in a similar race we Poole Club are running the re-scheduled Veteran RA class National event, this will be a one day race to be held on the 7th October, if you want to take part you must enter at least a week before with Roy Cane. I hope to see lots of our own Veterans there.!!

One last thing Derek and Joan King have arranged a Skittles evening for the 11th November, so keep eye on the website/forum for information /amended dates for sailing.

We will be trying to keep the Forum up to date, so any mails that we consider out of date or of no further interest will be removed.

Peter.

Sailing Matters - August 2011

Remarkably we are sailing on the Poole lake. We've not had to use our Longham facility very much at all this season. Sembcorp Bournemouth Water promises the launching pontoon in August - the hold-up is nesting birds apparently, where it's presently sited at Christchurch. Peter is organising a 10 rater 'do' for the 25th September. Now - they're a class we can't sail at Poole because of the water depth.

Here at Poole, the Council, after making a good job of the catwalk and the lake edge, have installed the barley straw bales. This has made sure that the algae will no longer infect the surface of the lake. They have also administered blue dye to make sure that the dreaded Tassel weed is deprived of light. This has had limited success but we're still sailing and have our fingers crossed. The Model Yacht Association have been making overtures about open meetings because many Clubs are in trouble with weed and we now have not one, but two venues to hand.

Meanwhile, Ray and Peter have been making progress on the PRYC weed basher which you may have noticed in the boathouse. It's had three outings so far after continuing development. The last time it drove itself out of the lake and onto the bank - very impressive. I'm unable to show you the results however because when I got home I found I'd been videoing my feet. I was so overcome by the sight of it all. You'd be surprised at how many members of the public walked by without a second glance. It's a unique machine for goodness sake - take an interest! More work is needed but its finest hour will come at the start of next season. The weed will be interfered with as it starts to grow. No one knows if this is the answer but it's the best advice we have.

The weed is having many depressing effects, not the least of which is the interference to the sailing programme. I like to produce an enduring programme at about December time but we seem to be changing it week by week for one reason or another. Please be patient and understand our difficulties. The land yacht scene has taken a back seat for a while since we are able to sail normally at present.

We have just managed our first open meeting - the Laser TT, without too much problem from the weed. All we can hope for is a continuing cold summer with heavy overcast. (Did I just say that?!). It's no consolation to realise that many other Clubs are similarly affected.

I've been busy converting my Fairey Huntsman to brushless motor and Lipo battery power. I've had several very successful development trials and one where the unsecured ballast moved and I piled into the rusty pole local to the boathouse. Anyway, it's all healed up now and I've been assured that in time the scars will hardly show. Come and watch some further blood letting at the next Scale day!

Roy Cane

USEFUL CONTACTS

Treasurer

Sheila Clark
1 Roman Road
Broadstone
Poole
BH18 9DF
Tel: 01202 657220

Secretary

Roy Cane
1 Arne View Close
Upton
Poole
BH16 5RY
Tel: 01202 632869

Scale Secretary

John Trimmer
139 Warburton Rd
Canford Heath
Poole
BH17 8SE
Tel: 01202 678433

Racing Secretary

Roy Cane
1 Arne View Close
Upton
Poole
BH16 5RY
Tel: 01202 632869

Website: www.pryc.co.uk



Scale Section News & views



Alas and alack our second scale day became a complete washout as it rained and rained. Just one boat was sailed by viewing through the clubhouse end window.

While at the Weymouth Maritime Modelling festival in July the weather was it's usual good self if a tad too breeze at Radipole Lake on the Saturday. We had intended to make a show of the last show, unfortunately Steve Willis was taken into hospital on the Friday and that left Gary Marshall with no transport. No Steve, no Gary, no boats & no PRYC display. However Tony Searle, Bernie Hooker & myself as usual entered our Thames Barges in the Saturday morning races with only myself left to sail and man the stand on the Sunday.

Meanwhile at home we have been fortunate to have a relatively clear lake since 9th May when the weed Harvester gobbled up all the surface algae in two days flat.

By the time you read this we hopefully will have had a successful third scale day in the company of the VMYG (*Vintage Model Yacht Group*). Scale days; September 4th is our next followed by October 16th, and the Bob Capon Trophy on November 6th that should have another very good entry this year.

There now follows. *A Lark in the Park with an Ark? Or, Now it's Royal Scrap!* - An item penned thank you, by club member John Tybjerg entitled. "HMS Ark Royal – from start to finish?"

John Trimmer

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The Wednesday morning sailing under the banner of John Whateley is doing just fine with steadily increasing numbers, while the Saturday summer series is often attracting a dozen and more, with Lawrie Draper leading Richard Cake and Simon Lawson. The shout went out about the Tuesday evening series now that the lighter evenings were here, at the point of writing only four evenings have been sailed with only three entrants on each occasion, hardly the most successful story to shout about now is it? Which brings me neatly to another rather sad tale. The rescheduled (Trimmer Trophy) held on Saturday 16th July receiving a very poor entry of just eight!

Peter Smith failed to get his name on the Cup for the third successive year yielding to Simon Lawson; Simon towards the end had a ding-dong battle with Ken Collins swapping point for point.

I see the new South West Region Championship aimed at giving skippers the chance of gaining points in a regional contest, has totally failed to ignite anyone's powder, there being no competition in the SWAMBC yachting series.

Today here at Poole Race officer Peter Wiles ran the Laser (TT) Travellers Trophy round 5.in the main lake, there was a total entry of seventeen of which seven were our own members. John Arundell won the day with home-grown Lawrie Draper in forth spot Simon Lawson Fifth, Oliver Miles eighth, Peter's Pritchard & Smith tenth & eleventh respectively, and yours truly last yet again.

Check out www.rclaser.org.uk for forth coming TT events.

HMS Ark Royal - from start to finish?

Most of us are probably familiar with the inevitable questions you get asked by passers by as you are quietly driving your pride and joy around the lake, or having a well earned cup of coffee at a Scale Day. Among the favourites are probably “How long did it take to make?”, “How much does it cost?”, and “How long have you been making model boats?”

The answer that most of us probably give to the last question is “twenty years or so” or “quite a long while”. We would probably not be far out if we said, “Since I was about 8 years old”. At about that age I made my first boat. My father owned a small Nursery and the gutters between the greenhouses were lined with a plank about 2 inches thick and twelve inches wide. My brother and I both acquired a length of this from which we were going to make a boat to take on holiday and float in the pool on the seafront at Lowestoft. I made an aircraft carrier. I nailed some pieces of hardboard around the edge of my piece of wood to represent the flight deck, put another chunk of wood on the side to represent the Island, painted it red and green (because that was the spare paint that dad had available!) and tied a piece of string to the front. This would have been in the mid to late 1950’s, and as the fourth Ark Royal had been launched by Her Majesty the Queen Mother in 1955 my mother promptly called it “The Ark Royal”. Little did I realise the significance that that name would have in my future life.

Trials in the boating lake had mixed results. It floated ok but, as I had made it straight across the front, when pulled at any speed it submerged very quickly to about four inches and stayed there! As life progressed I developed an interest in aeroplanes as well as ships and in 1967 joined the Royal Navy as an aircrew officer. I completed flying training in 1969 and joined 800 Squadron on HMS Eagle as a Buccaneer Observer (Observer is the Navy term for an aircraft navigator as Navigators navigate Ships!). In May 1971 I moved to 809 Squadron on yes you have guessed it, HMS Ark Royal! This was to be my home on and off until she was decommissioned in November 1978. It was during the last cruise in 1978 that I started building boats again. I made the Billings Zwart Zee as a static model and it is still in the loft today. I finally finished my association with Ark Royal with just over 400 carrier landings in my log book and a half completed model boat.

Ark Royal was followed by a year behind a desk and then three years as an instructor with the United States Navy flying the A-6E Intruder. During this time I clocked up another 90 deck landings and built a couple of plank-on frame square riggers.

I left the Royal Navy in 1986 and moved to Bournemouth to join FR Aviation, providing training services to the Royal Navy. After twenty years service with the company I was told to “go and buy yourself a present and bring us the bill”! While my colleague reckoned he could just about fill up his camper van with diesel for the allotted money I was off to Westbourne Models for a boat. I came out with the Model Slipways Al Khubar and although it took a while I eventually completed my first foray into Plastic and RC.

The Al Khubar has been completed a couple of years now and, despite a couple of floods in the engine room, has been a good learning curve. Until the other weekend that is. I had had a niggling worry about the port motor for a while and after a session over at Setley I took off the superstructure to disconnect the battery and smoke came out. The aforementioned port motor, an MFA Como Drills 919 Series with the attached gearbox, was extremely hot and the red plastic cover over the gearbox had melted. I reached round to try and turn the prop and a small stone fell out of the Kort Nozzle. This may have helped to explained things, but why did the fuse not blow? It was a bit big, but I won’t tell you how big!

On the Al Khubar there is a 4 inch or so length of deck below which nothing is accessible. This of course is exactly where my motors were. By drilling 3 holes in the deck however I was able to remove all the screws and the motor. The motor has had it, and the after deck will need a dockyard job, but it is a good opportunity to build the electrics etc properly!

Isn’t it about time somebody wrote a book – how not to build Model Boats?