



Voice<<<<<<>>>>>>pipe



The Newsletter of
The Mid-Thames Model Boat Club

January 2023

Issue 177

Chairman's Corner

- Update
- Janet Burch
- Boat Handling with twin screws

Fast Electrics

- 2022 Review
- Championships - Final positions
- 2023 Preview

Tug Towing

- Update
- Jumbo-ised Tow
- Course buoy deployment

Yachting

- Update

Dates for your diary

- **Thu 19th Jan** **8pm**
Club Evening Meeting - Display boats in build, Bring & buy sale, Concurs competition judging.
To be confirmed.
- **Thu 16th Feb** **8pm**
Annual General Meeting
Venue Real or Zoom **to be confirmed.**
- **Sun 5th March** **Round 1**
Yachting
Fiesta/Victoria **10am > 1pm**
Handicap(Any yacht)**1pm>4pm**
- **Sat 11th Mar** **Round 0**
Tugs & Scale **10am > 4pm**
Tune up, Free sailing & competition.
- **Sun 19th Mar** **Round 1**
Yachting
DF95 **10am > 1pm**
IOM **1pm > 4pm**
- **Sat 25th Mar** **Round 1**
F/E **10am > 4pm**
Club500, F600B, Wacky Races, Mono 1 & Run What Ya Brung

🎉 **A Happy New Year to all our members!** 😊



Tony said "Come and lend a hand building the weed clearing platform". - If I had known it was a fishing trip I would have brought my rod. - "Measuring the water depth for the new jack up platform" he said. Oh yeah!

Chairman's Corner by Tony Simons

I am pleased to confirm Hi5 will not be increasing our rent this coming year, but we do have to keep the area we use tidy. To this end a trailer is available to put weeds, leaves branches etc in for disposal alongside the lake. It does need emptying periodically if anyone with a towbar could please assist in this. NB The ground by the lake is too soft for vehicles during wet periods.

Winter meetings again haven't happened because of the Covid situation we are hoping the 2023 AGM will be held in a room, but this is under review because the numbers with Covid as forecast are increasing plus from the start of January Chinese nationals will be flying around the world no doubt briefly increasing the number of infections. If the AGM is 'real' prize giving will be part of the meeting but if it is held on Zoom prize giving will be on the first suitable occasion lake side.

The storage unit will be moved close by the access ramp to the water because in the unlikely event it went on fire the hotel is clad in a lot of wood, likewise this cladding is in a poor state of repair with potential to fall off and damage our storage. A work hour or two to be arranged for this.

This coming year the project is "How to cut the blanket weed"

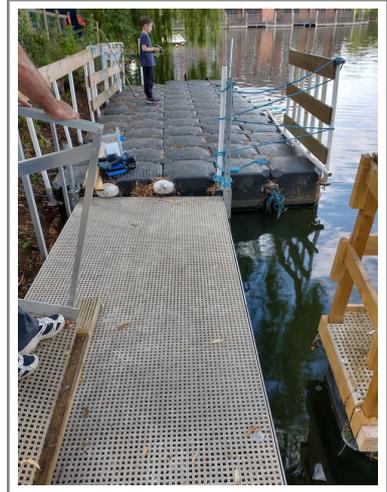
and recover for disposal on the bank.

The committee have agreed Wiki will be an excellent replacement for me, she will be shadowing me for the forthcoming year with a view to taking over as Chairperson if it doesn't look too onerous, so all be on best behaviour at least until I have handed over.

I am not leaving the club I am passing the role as Chair to a member who supports the status quo but is open to changes that keep the club relevant to current and future members. I will continue as Tug lead and infrastructure fabrication lead.

I will be looking for volunteers to learn how to raise and lower the "Jack-up platform" so that it doesn't all sit with me.

The forthcoming year looks bright, we have our access to the water in place, another year confirmed with Hi5 I hope to see you at the lake side please bring some dry sunny days with you but not too extreme or we will have another drought.



Janet Burch



Sadly, Janet Burch died on Tuesday 27th Dec. Janet and her husband Ron were members long before I became a member, I am told Ron joined in the late 1990s and shortly after Janet joined, they both sailed their Fiesta yachts regularly and both provided stiff competition. Ron died a few short years ago but I am glad to write Janet remained a member eventually joining the Committee officially looking after the ladies interests but I valued her "Sensible approach" when debating bumps in the road that have affected the club in recent times.

Janet has always been a staunch supporter of our club, happy to try models that didn't have sails, she proved to be very good at skippering the club model "Hudson Bay" around the Scale

course and very quickly mastered a “Chinese quality inspected” twin screw boat that only had one control correct the other acted in reverse - not bad for a sailor!

On “Chairmans day” Janet would always bake cakes I would be asked in advance my preference I can assure you the cakes were always excellent, also one of those useful people who have an instinct for how much food to purchase for the Christmas meetings she was a “doer” who made things happen.

A lady who will be missed by those who knew her.



Janet was often in the winning team at Quiz Night

Boat handling illustrations

Twin prop steering without use of rudders.

Equal prop speed on both props ahead or astern will drive the boat in a straight line.

In the illustration the right-hand hull is turning to Port (Left) with the starboard prop rotating to provide thrust ahead with Port prop is stationary.

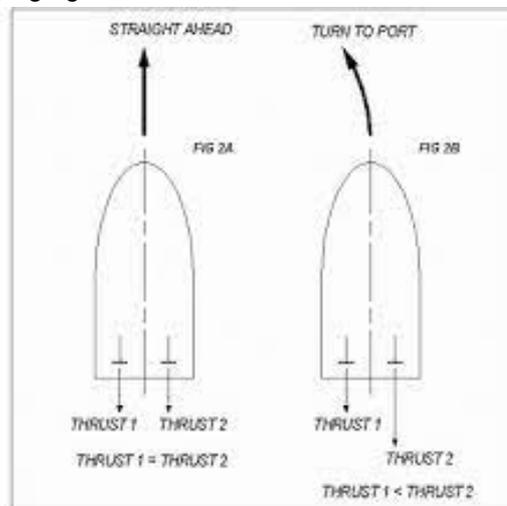
Rate of turn can be increased by rotating the port prop astern helping to pivot within the hull length.

To steer the hull to starboard (Right) apply forward thrust to the Port (Left) prop and to increase rate of turn rotate the starboard prop in reverse.

If the model has each motor connected such that each motor/ prop has its own radio channel the model can be operated using two of the sticks, usually the forward/back sticks the effect is the same as standing on a real boat with twin engine controls.

With practice the rudders will not need to be used.

Try practicing with your boat just off the shore gently move the throttles and get a feel for how little power is needed to turn the hull, there will be moments when it does not go well just put both throttles to neutral take a breath and start again or have a break before trying again.



Trading Post

Trading Post is an area of Voice Pipe where members can advertise their model paraphernalia. So if you have any you would like to sell, swap, buy or just want something send contact details, brief description and a picture if possible to:- parker42@btinternet.com

Single propellor using the paddle wheel effect of the prop to turn the boat.

To turn a hull within its own length this is useful bit of information particularly for single prop tugs.

The club boat "Hudson bay" is a popular choice for use in scale competition this is a single prop model ship that responds very well to the "Paddle wheel effect" of the prop

Establish if you have a right or left-hand prop by looking from the rear of the hull at the prop.

With your model a short way from the bank try a short burst of throttle forward also to speed the turn put the rudder hard over in the same direction to assist the prop wash being directed to port.

E.g., Right-handed prop (Rotates clockwise when viewed from the rear)

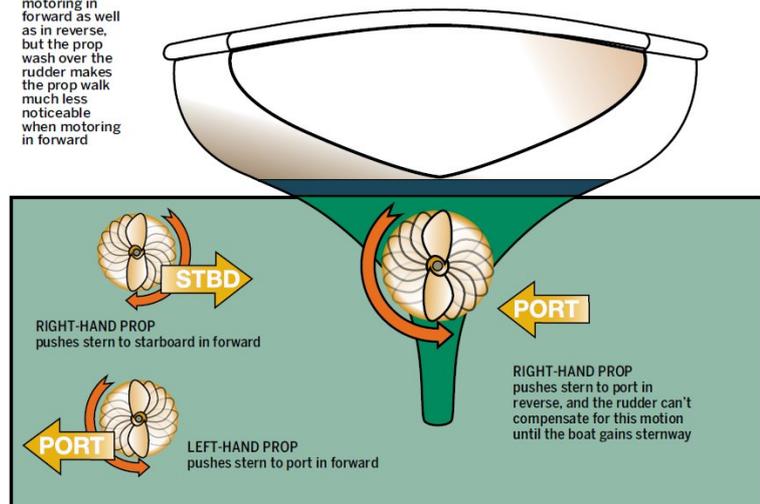
To turn to Port (left) give a short burst of ahead throttle this will kick the stern to starboard (right) but if the rudder is also turned to Port the prop wash will be directed to port to increase the rate of turn.

If turning in a tight space, once the hull starts to move through the water give a short burst astern to stop the forward movement when the hull is stopped or just starting to astern repeat a burst ahead with the rudder hard over to port.

If turning to the hull to starboard (right) same procedure but the prop is given a burst astern with the rudder hard over to port, when the hull starts moving astern a burst of ahead throttle with the rudder hard over to starboard until the hull just starts to gain forward movement, then hard a stern with rudder hard over to port.

In either case repeat until the turn has been achieved pointing your model in the direction intended.

Prop walk occurs when motoring in forward as well as in reverse, but the prop wash over the rudder makes the prop walk much less noticeable when motoring in forward



Tony

Fast Electrics by Paul Garson & Dave Parker

2022 Review

Looking back over the year it has been a busy and interesting time for F/E at the club. All seven rounds of all four class championships having been successfully completed and as

Club Contacts - Your Committee



**Chairman & Tug Leader
Tony Simons**

Tel: 07747 642234

Email: tony406@btinternet.com



**Club Secretary, Voice Pipe Editor & Fast Electrics Leader
Dave Parker**

Tel: 0118 9700162

Email: parker42@btinternet.com



**Club Treasurer
Peter Butler**

Email:

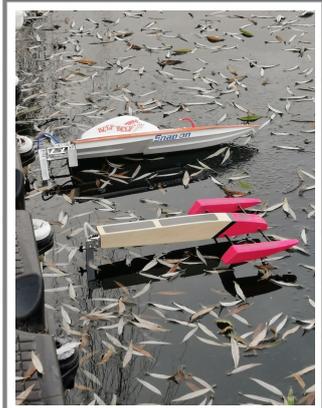
ox119py.mtmbc@gmail.com

usual there were some fun & games at a very enjoyable Chairman's Day.

F/E Saturdays have been well attended offering racers the opportunity to test & tune up their boats as well as practice their driving skills.



Optimistic die hard racers out for some F/E Saturday morning fun in December - Can you spot the problem ?



Because F/E Saturdays have become well established it has been decided to replace the first meeting of next season, which was designated as practice, test, and tune up session, with the first round of championship races thus extending the championships to eight rounds.

We were very lucky with the weather which remained relatively warm and mostly dry until late on in the season. Even the odd shower of rain was light and not very long.

The now, seemingly ever present blanket weed, did cause significant problems with boats being trapped due to propeller entanglement or diving underneath the weed. Clearance of the weed prior to racing action on race days also caused some significant delays earlier in the season but later they were



Club Contacts - Your Committee



**Yachting Leader
John Price**

Tel: 0118 941 4766

Email: jetpipe@talktalk.net



**Saga Sailing Co-ordinator
Alan Whitbread**

Tel: 07765 263718

Email: orsonkarte@btinternet.com



**Membership Secretary
Jeanette Hughes**

membership.MTMBC@gmail.com

minimised as a method for clearing the weed more quickly was established. The magnificent efforts of Tony and those involved in the design, construction and launch of the weed clearing platform, which attaches to the rescue boat, should be recognised as should the efforts of those regularly helping to clear the weed at race meetings. So thank you to all involved - we could not have raced without your good work.

The last F600B of the batch of four built last winter was sold with the money being fed back into club funds.

For the F600Bs the introduction of a plastic propeller to replace the original Graupner Carbon Fibre re-enforced version has not been wholly successful. Although they offered a slight uplift in performance they have proved to be too fragile when in contact with debris or other boats. The search goes on for a better solution to be introduced when the current stock of propellers is exhausted.

It was encouraging to see a variety of Catamarans and Rigger Hydros on the water at "Run What Ya Brung" on race days and during some F/E Saturdays. There must be at least half a dozen racers running them so hopefully something new for 2023? They should be faster than the equivalent class of mono or ECO boat.

On a personal note I have very much enjoyed building, setting up, testing and eventually racing a Zoom 3 based Mono 1 race boat. It has been an interesting, enjoyable and ultimately rewarding experience that has demonstrated that a competitive boat can be built for racing at the club for much less than half the cost of buying a commercial equivalent. I hope my article on the Fast Electric page of the website under the Mono 1 'Lowdown' link has offered some encouragement to members and that we will see more competitors joining the fast and exciting Mono 1 racing here at MTMBC.

Championships - Final standings

Paul is now running the competition side of the section and will hopefully be voted in as leader at the AGM in February and so his excellent contribution follows.

Club 500

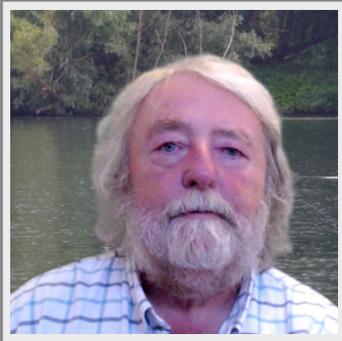
F600B

Racer	No	Points	Position
Tim K	8	54	1
Colin M	6	39	2
Leo D	10	25	3
Wiki D	13	20	4
Steven G	16	6	5
Tony S	5	2	6
John M	4	1	7

Racer	No	Points	Position
Tim K	8	51	1
Colin M	4	32	2
Paul G	6	32	3
Leo D	9	19	4
Alan W	7	13	5
Wiki D	12	11	6
Steven G	5	8	7
Tony S	1	7	8
Colin S	2	3	9
John M	10	2	10

Club Contacts - Your Committee

Scale Leader Lawrie Cooper



Tel: 0118 941 9142

Email:

lawriecooper@btopenworld.com

Club Contacts - Volunteers

Webmaster



Chris Withey

Tel: 01264 362652

Email: chriswithey@sky.com

Wacky Races

Racer	No	Points	Position
Dave P	8	54	1
Tim K	3	36	2
Leo D	11	23	3
Steven G	2	20	4
Wiki D	9	6	5
John M	14	3	6
Colin S	6	1	7

Mono 1

Racer	No	Points	Position
Dave P	1	48	1
Tim K	3	43	2
Steven G	2	27	3
Leo D	9	17	4
Alan W	7	8	5

What's ahead for F/E in 2023

2023 will no doubt be another hotly competed season across all classes of the fast electrics, so good luck to all drivers who will be taking part in the championship.

All classes will see another race added to the calendar making up a total of 8 races over the season, with the first races going ahead in March 2023. The best 6 scores from the 8 rounds will count towards the championship when the final results are tallied up.

The format of the races across all classes will remain unchanged except for the Club500 where the length of the race will be increased to 5 minutes to bring it in line with the F600B and Wacky classes. With the improvement in battery technology over recent years a 5 minute race should be easily achievable.

In October last year a replacement for the fragile plastic propellers on the F600B was successfully trialed. This aluminium propeller was sourced from China but availability in the numbers required and future availability are yet to be established as are delivery and price.

With the increased interest at the Club particularly in rigger hydroplanes it is planned to hold a few Saturdays exclusively for riggers and cats and maybe even try and have a few races although this could prove challenging with the riggers all being of different sizes. Any suggestions or ideas would be welcome. Dates for the outings will be advised accordingly.

Hopefully we can also look at holding some form of endurance race using either the Club500 or F600B boats but the rules are proving a bit challenging to sort out particularly in the Club500 where a different range of battery capacities are being used. Again any ideas will be most welcome and should this go ahead dates will be advised.

You can also expect some more F/E fun & games at Chairman's day later in the year.

If there are any other ideas or events that you would like to see on the calendar please let me know. paulg109g@gmail.com

See you lakeside soon

Paul & Dave



Some terrible boating jokes

1. Where do the sick boats go for checkups? To the doc.
2. Where did Bugs Bunny decide to park his boat? At the 'What's-up dock!'
3. What kind of vegetable is not allowed on ships? Leeks.
4. Where did the flying boat land? At the air-port.
5. What was the name of the dentist's office, which got opened on a boat? The tooth ferry.
6. What was the discount rate at the boat store? A two-for-one sail.
7. Why did the students go on the boat? To get their scholarship!
8. How was the boat turned into a party boat? Through pier pressure.
9. How did the wedding on the boat go? They had a ferry-tale ending!
10. Why did the dolphin chase the boat? To find its porpoise!
11. What was the name of the boat filled with football players? Sportsman-ship.
12. How do you get a good deal on the boat? When there is a sail on it.
13. How to make a boat feel healthy? Just give it some vitamin sea.
14. What is the name of the boat that is famous among people? Relation-ship.
15. What was the name of the pirate that did not fear the tides? Johnny Depth.

Tug Towing by Tony Simons



My apologies for not organising any tug events I have been busy in other directions working on my 1-1 boat and of course the freezing weather in my case reduces the enthusiasm.

Jumbo-ised Tow

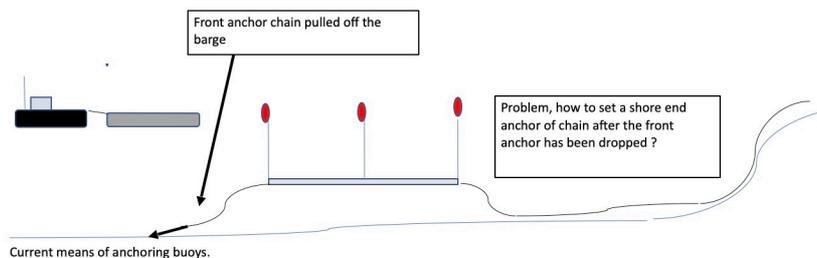
However, Richard Phillips has continued to enhance the new tug towing hull turning it into a ship with super structure and increasing the length by addition of a Centre section everything is designed to enable it to be taken apart for transport in a car. Pumped water ballast remains a feature to provide a light model when not in use

Longer term I would like to store the tow at Hi5 but how and where to ensure security is a problem, I am open to ideas to solve this one.

Course buoys deployment

As mentioned in a previous VP it is the intention to make more plastic tube frames that buoys can be attached to. This will enable more variety in course layouts, but again I am open to ideas for how the frames are to be anchored.

Currently a tug tows out a barge with a chain anchor and once beyond the position of deployment a sharp tug on the cord attached to the rear of the frame causes the chain to fall of the back of the barge. This works well for the outer anchor but a way of deploying the shore end anchor has proved difficult, currently the weight of the cord has sufficed providing the wind speed is very low.



Tony



16. What was the name of the optometrist who came on the boat? A see captain.
17. What happened when the boat carrying red paint crashed against the boat carrying blue paint? The crew got marooned.
18. What kind of music do fishermen love to listen to on their boat? Pond-tunes.
19. What is the most crowded and caring boat called? A friend-ship.
20. What does BOAT stand for? Break out another thousand.

For Sale R/C Model Tug kit



This scale model of a Tyne Tug is partially built and to the best of my knowledge all the original parts, documentation and more, are in the box. It comes with a 4 channel Futaba Tx, Rx, servos and ESC. New kits are currently selling circa £400. This **unused**, model with R/C gear included could be yours for **£150**.

Contact Dave Tel 01189700162 email parker42@btinternet.com

Yachting update

We had a reasonably successful year. Summer sailing was marred by weed but before and after the weed we had some good racing days. Unfortunately boat numbers were low and some regattas were not official due to this.

Very sadly Janet Burch died over the Xmas period. It's only a few weeks since she was down at the lake and talking about sailing next year. She had been a stalwart member of the club and especially the yachting section for very many years. She may even have been a founder member of the club. We will miss her.

I had an email recently from the daughter of Jim Wilshire. She has Jim's 3 yachts plus a wooden hull he made. Unfortunately Jim has dementia and will not be sailing any more. If you are interested in any of the boats contact me and I will put you in touch. See attached photos. There is a DF65, a DF95 and an IOM. The two larger vessels are both in working order and the smaller I think needs some electric works. I also have 2 working Dx6i controllers.



Because of the low number entering our regattas, only one of our 4 classes got a result. In the ViFi65 (Victoria, Fiesta and Df65) John Skinner won, John Price was second, David Strange 3rd and Janet Burch 4th. Well done JS. Handicap... 1st John Price, 2nd John Skinner, 3rd David Strange.

Thursdays are now specified as yachting days for casual sailing and racing if desired. Bring anything vaguely yacht like. Check with others before attending to make sure there will be at least two of you.

I hope 2023 will be a good year for the club and the yachting section in particular. Happy New Year

John



Would you hire this scurvy crew to sail your pride & joy