

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

The Newsletter of
The Mid-Thames Model Boat Club



October 2022

Issue 176

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Dates for your diary

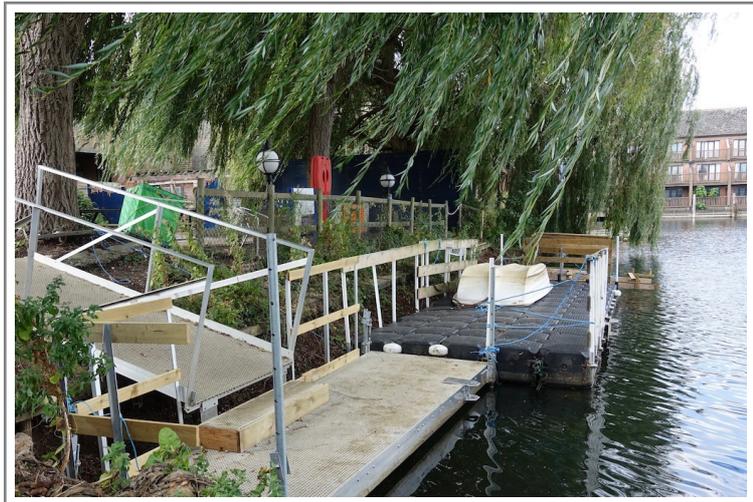
- **Sun 2nd October** **Round 6**
Yachting
Fiesta/Victoria **10am > 1pm**
Handicap(Any yacht) **1pm>4pm**
- **Wed 5th October** **10am >**
Saga Sailing
All types of boat are welcome
- **Sat 8th October** **Round 6**
Tugs & Scale **10am > 4pm**
Free sailing & Competition
- **Wed 12th October** **10am >**
Saga Sailing
All types of boat are welcome
- **Sun 16th October** **Round 6**
Yachting
DF95 **10am > 1pm**
IOM **1pm > 4pm**
- **Wed 19th October** **10am >**
Saga Sailing
All types of boat are welcome



It's a busy time between events on Chairman's day in August

Chairman's Corner by Tony Simons

It can't be denied it has been an excellent summer for model boating well at least for the boats with mechanical propulsion. Slowly one or two outstanding tasks have been ticked off the list the most obvious being the "Jack up platform" to provide a launching facility for those who didn't enjoy walking on the floating pontoon.



This addition has enabled some minor changes including the rescue dinghy now being stored upside down on the pontoon. It being easier to launch and recover as the wooden jetty has become a chore to use because the water level has fallen. A new mounting for the model boat lift has been fixed to the new platform but it is a work in progress as the 40mm dia. holes are over size unfortunately allowing the hoist to wobble.

- **Sat 22nd October** **Round 7**
F/E **10am > 4pm**
 Club500, F600B, Wacky Races,
 Mono 1 & Run What Ya Brung
- **Wed 26th October** **10am >**
Saga Sailing
 All types of boat are welcome
- **Thur 17th November** **8pm >**
Club evening meeting
 Quiz Night To be confirmed
- **Thur 15th December** **8pm>**
Club evening meeting
 Christmas Celebrations
 To Be confirmed

Also the mounting bracket requires more mounting bolts.



Watch out for the step down needed because of very low water levels

I thank the members who helped assemble the legs to the platform and then using the pontoon it was taken from a trailer onto the water for setting up.

This went relatively smoothly albeit it took longer than envisaged but

it was our first attempt. There are some modifications in progress to make changing the height of the platform easier as this has proved to be more difficult than envisaged.

Currently, I am not intending that we should carry out any work on the wooden jetty as it requires extensive repairs so please do not use it as parts have become dangerous.

Finally has anyone got an aluminium ladder approx. 9' long they would be prepared to donate or sell to the club? It is needed to assist in recovering anyone unfortunate enough to fall in the water.

Chairman's Day

I am glad to write I wasn't alone, a fair number of members & wives joined in what was a very pleasant day and it was good to catch up with several people I hadn't seen for a while.



The main event was using Club 500s one being the Wolf chasing the rest who were sheep. The weed played a larger part than expected as at one point Wiki Wolf became entangled in weed while trying to close on prey that had also just become entangled in weed.





Wiki had taken on the role fixing a sharp pin to the bow of her boat "The Wolf" then attaching balloons to the sheep which made for interesting poor control as the stern was prevented from settling when underway. We all assisted Wiki in attaching

the balloons to our boats making us all party to our own early demise, did Wiki know something we didn't?

The rescue boat had a lot of use both weed clearing and recovering boats that had found more weed. In future I will be racing with the rescue boat as it seems to fare better than most of our models.

Much of the afternoon was spent on the bashing the buoys (and avoiding the weed) competition. The shortest time required to hit each of the buoys following the race course wins. Not as easy as it sounds but well done Colin M who won with a borrowed boat.



Visit to Black Park MBC Open day 4th September.

Four of us joined Black Park MBC for their second open day where there were more clubs present with a diverse range of boats.



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

Wanted for the Club

An aluminium ladder approx. 9' long for donation, or sale, to the club.



Contact Tony Simons

Tel: 07747 642234

Email: tony406@btinternet.com

I have to say from my view point I could not have had a better day the weather was kind and the company very interesting. The venue is excellent and a variety of craft wandering past on the water in front of my seat. Also for part of the journey I was chauffeured by Peter, my thanks to Peter who's local knowledge made the final part of the journey painless.

F600 issues

As those who race the F600 class will know it is an "in house" design apart from the actual hull. This year some of the original hulls that were moulded in ABS plastic have become brittle resulting in shattering at point of impact. We have been providing new boats made in Polystyrene plastic for the last few years but are down to one last set of mouldings.

Contact has been made with "Sarik Hobbies" the company that provided the original sets of mouldings with a view to purchasing more. This is ongoing as they are having to look through many boats to try and find the original mould.

Also the Graupner propellers are no longer manufactured and the current replacement being nylon does not fare well when boats collide. Work is in progress to find another composite propeller or possibly 3D print them.

Site Tidiness

As you are aware part of the deal in keeping our rent low is to keep our area in reasonable condition. The trailer has been emptied so please whenever you are on site, just pick one or two weeds or cut over hanging willow strands, and place same in the trailer.

Very soon leaves will be dropping but if cleared a bit at a time it won't be a work party job next spring To enable this task there is a broom, shovel, rake, and garden fork in the storage unit.

WEED

The blanket weed continues to be a nuisance. Using the platform attached to the front of the rescue boat has facilitated a safer method of removing the weed by use of the rake or small scythe.

The weed is pulling apart easier possibly indicating it is starting to die and will eventually rot but at the moment it can still trap gas and float to the surface.

Next year as soon as the weed makes its presence felt we have the tools to start cutting it before every session.

It grows very fast but we are in a better position to minimise its impact on our activities.



Tony

Club Contacts - Your Committee



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Fast Electrics by Dave Parker

2022 Update

The F/E race meetings continue apace with rounds 4, 5 and 6 of the Championships held this last quarter. With just one round to compete in it is down to the wire for Mono 1 and for runners up in F600B.

Just a reminder that it is the best 6 scores from 7 rounds that count and so 1 score will be discarded. In the event of a tie it will be the highest number of first places and then second places etc that decides the winner.

The meetings have been hampered by the growth of blanket weed but all meetings have gone ahead and Championship rounds completed. This is in no small part due to the determined efforts of members who built the weed clearing vessel and those on weed clearing missions prior to us running the races. So thank you to all those who helped.

As many of you will know starting from the round 5 race meeting Paul Garson has taken over from me running the F/E competitions. Prior to this he had taken an interest in scoring and race control and amply demonstrated his capabilities in those areas. Paul kindly asked if he could help in any other way to run the meetings so I gladly suggested he try running the competitions with some initial guidance from me. Personally I am looking forward to some slightly more relaxed race meetings. I intend to remain as Fast Electric leader for the moment but hope to relinquish the position in the not too distant future.

Fast Electric Saturdays as a means of testing, tuning, practicing or just running a boat is becoming more established and will remain as an informal gathering whenever the participants want a get together for some fun & games. A number of members have bought or built Rigger hydroplanes and these Saturdays provide an ideal opportunity to try and get the best out of them with lots of tweaks and test runs.

Championship Positions

Six rounds of the F/E championships have been completed and the current positions in each class are shown in the tables below and on the next page.

Club 500

Racer	No	Points	Position
Tim K	8	51	1
Colin M	6	22	2
Leo D	10	21	3
Wiki D	13	17	4
Steven G	16	2	5
John M	4	1	6

F600B

Racer	No	Points	Position
Tim K	8	48	1
Paul G	6	28	2
Colin M	4	26	3
Leo D	9	16	4
Alan W	7	11	5
Wiki D	12	10	6
Tony S	1	7	7
Steven G	5	7	7
Colin S	2	3	9
John M	10	2	10

Club Contacts - Your Committee



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Wacky Races

Racer	No	Points	Position
Dave P	8	54	1
Tim K	3	36	2
Leo D	11	19	3
Steven G	2	13	4
John M	14	11	5
Wiki D	9	4	6
Colin S	6	1	7

Mono 1

Racer	No	Points	Position
Dave P	1	45	1
Tim K	3	41	2
Steven G	2	23	3
Leo D	9	14	4
Alan W	7	6	5

Club500

The number of competitors racing in this class has fallen during the year. I suspect some have moved on to race other classes but it is the first drop off in numbers competing I can remember. It's a great starter class and the kit comes from the makers with everything you need to race apart from radio & batteries. The kit is easy to put together and a lot can be learned about building and racing a F/E boat.

Even experienced racers from the faster classes enjoy the slightly more relaxed pace of the Club500s. So why not come along to one of the meetings, get some tips from the regular racers and try building your own.

F600B maintenance tips & props

In addition to those we have already published these tips are aimed at helping to keep your boat in good running order.

Rudder post security

Check the nut at the top of the rudder post is tight. Be careful not to over tighten as the threaded post is plastic. Recent experiences have shown that these nuts may not remain tight and this could contribute to failure of the glued joint between the rudder post support and the hull.

Prop shaft and bearing wear

This is a reminder to *regularly* oil top & bottom prop shaft bearings to help prevent any premature wear.

Motor bearing lubrication

Another reminder on lubricating motor bearings. These bearings are supplied pre-greased but if the motor runs hot the grease can melt and run out. It is therefore a good idea to oil the motor bearings frequently. As well as running out of the bearing housing, when hot the oil can evaporate, so it is a good idea to check bearings for oil regularly.

Advice on storing your boat

Store your boat away from sunshine as UV has a degrading effect on the plastic.

The early batches of boats were made from ABS which is a poor long term choice as they have become brittle with age and are inclined to shatter with a heavy impact.

Club Contacts - Your Committee



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Club Contacts - Volunteers



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Apparently yellowing maybe a sign of embrittlement but it can be revived by heating with a hair drier effectively annealing the plastic. The later batches of boat hulls were made in Polystyrene which is tougher and stands up better in the long term.

Connectors

It is worth checking your connectors occasionally to make sure they are clean and still fit snugly together. Dirt and a loose fit can create unwanted resistance in the connection which can heat up when high currents (Amps) pass through them. This heating increases the resistance and can lead to even more heat. The spring arrangement in the connector which keeps the two parts in good contact can get tired and flattened with use so keep an eye open for that. Surgical Spirit or Isopropyl Alcohol is good for cleaning and a smear of vaseline helps to lubricate the action of connecting/disconnecting. If the spring is flattened replacement is the best solution.

Silicone cooling tubes

The silicone tubing can discolour and lose some elasticity with age so an occasional testing of the security of the tube connections would be worth while.

Propellers

Investigations continue into the feasibility of 3D printing our own carbon fibre re-enforced propellers to replace the slightly fragile Nylon ones we are currently using.

Wacky Races, Hydros, Cats & Riggers

Wacky Races is currently dominated by mono hulls but is open to all types of vessel including Hydroplanes which encompass Catamarans and Riggers. They are generally faster than a mono because there is less hull in contact with the water and so the hydrodynamic drag is lower and the speed therefore higher. Catamarans in particular are generally more stable and better in the corners than the others. The downside is that these sort of hulls don't generally self right and if not driven carefully can flip particularly in windy weather. A well set up Hydro or Catamaran, carefully driven, could take the championship next year. So are you brave enough to give it a go?

Run What Ya Brung

A good selection of vessels have been run but time at our race meetings has been limited this season due to the weed clearing activities delaying the start of the race programmes.

Mono 1 on a budget

A race boat built round a commercially available Zoom 3 hull is now competing with others in the Mono 1 championship. This boat has been built on a budget over the last few months and the various stages of construction, setup, testing and racing, have been recorded in an article which has been posted on the club website and on the club Facebook page. Why not take a look on the Fast Electric page of the website? Simply track down to Mono 1 and click on 'The Lowdown' and build yourself a mono 1 race boat.

See you lakeside soon
Dave



Some dubious sailing jokes

How was the sailing business going on in the boat?
 The sails were going through the roof!

What is the name of the boat made of stones?
 A hard-ship.

Why did the sailor suddenly jump into the sea?
 To test the water.

Why couldn't the sailors play the game of cards?
 Because the captain was standing on the deck.

Why were the ship owners so sad about buying the new ship?
 Because it coasta-plenty to them!

Why are boats not weierded out by another boat and their activities?
 Because they respect whatever floats each other's boats.

What is the name of the fastest [sailboat](#) in the world?
 Usain Boat.

Where do the most deadly creatures like zombies go for sailing?
 To the Dead Sea.

Which music band is not allowed to perform on a navy boat?
 Maroon 5.

What kind of detergent do sailors use the most?
 Tide.

What is the name of the sail that has only two corners?
 "I do not have a clew!"

What is so fascinating about the iceberg named Bluetooth?
 Any ship that will go near it will sync!

Which movie do sailors like to watch the most?
 The Codfather.

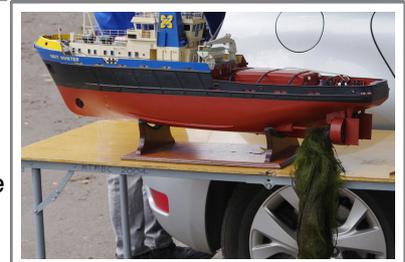
Tug Towing by Tony Simons



We must be doing something right as the numbers are slowly increasing. Some new skippers are from the seriously fast electric racers - welcome to a slower pace activity - but as you are aware it is not as simple as it looks. Be assured with a bit of



practice predictable control of your tug will happen. The increased complexity of the courses has helped us all raise our game. I will continue to make minor changes to keep the challenge fresh within the bounds of what is possible to assemble and deploy in a reasonable time.



As mentioned in Chairman's Corner the new mounting for the boat hoist requires further work to stiffen and reduce the holes to nearer 40mm (The diameter of the hoist base tube). I have a cunning plan for this but just need some time in a workshop to manufacture the necessary parts.

The large ship tow hull is to have a winter fit out. Richard Phillips and I will between us add about 40" to the centre then make it look similar to a standard design of dry cargo carrier.





Why did the sailor fall sick after looking at his boating test score?
Because he got C-sick.
How were the goods transported through the ship?
With the help of car-go.
What music system did the sailors use the most?
A boat player!
What do the sailors use to clean their noses when they have a cold?
Anchor-chiefs!
How many sailors does it take to change a lightbulb?
None, because there is no right size available onboard, and the marine store doesn't carry that brand, and moreover, the mail-order has them on back-order.

It can also take containers on deck which could be added to increase the towing challenge on a windy day.



TID Tugs

A brief history inspired by the latest addition to our model tug towing fleet.

There is some uncertainty about the meaning of TID here are two: "Tug Inshore Defence" and "Tiddler".

TID tugs were numbered 1 to 183 (Only 182 were built there is no number 13).

By 1942 it became very apparent that additional tugs were needed to replace those lost from enemy action plus the additional numbers to support D Day and shipping activities overseas.



As existing ship yards were at capacity building naval vessels an alternative had to be sought, it was decided to come up with a design that removed complex curves and could be "All welded" construction (Riveting plates together was the convention) this would allow the hulls to be fabricated in transportable sections away from the shipyards by metal fabrication companies not normally involved with the ship industry.

The hull is 70' long 17' beam single propeller driven by a two cylinder steam compound engine giving 220 IHP the first 90 were coal fired scotch boilers the remaining were oil fired giving a design speed of 7 to 8 knots.

The hull was designed to be made in 8 slices each a maximum of 10' long 17' wide 13' deep. maximum weight/slice 6 tons.

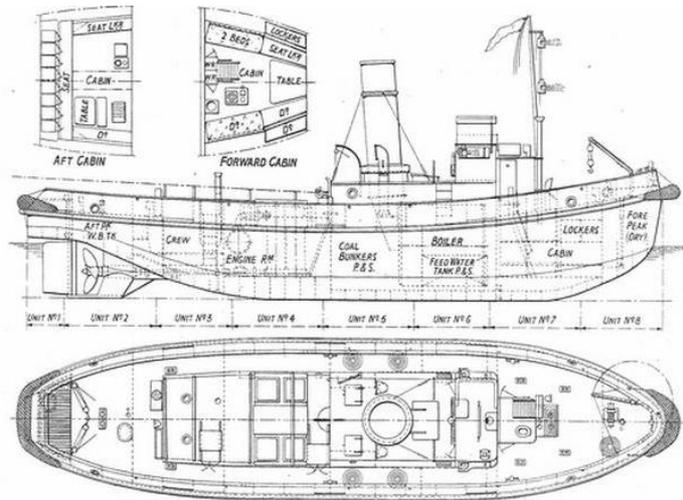
This enabled each section to be capable of being delivered to an assembly yard by lorry.

The British Admiralty ordered an initial 12 tugs the first launched in 1943 they were considered very successful leading to further orders that brought the total built to 182

The speed of production was fast even for the times, once started one was completed every 4.5 days.

Ten separate fabrication companies produced the hull sections (Most only produced one of the slices) these were delivered to "Richard Dunstan Ltd" at their Thorne shipyard.

They assembled the slices into a hull also placing many pipes and fittings inside the hull that later maybe difficult to fit once the hull was assembled it was then towed down to Hesse where the main engine and boiler were installed and commissioned, this first tug completed its trials by going back up river to Thorne to tow the second hull down for fitting out it then went into service, tug No2 went back up river to bring No3 to Hesse etc. 90 were coal fired the remaining were oil fired aimed at use in the Middle East where coal is difficult to find or is of poor quality. The last 23 were assembled by William Pickers Gill & Sons.



Today three remain in the country "Brent" is still in steam based at Maldon Essex. <http://www.visitmaldondistrict.co.uk/> This link gives the history of TID tugs, "Brent" being a late off the production line with her working history with the PLA (Port of London Authority) and many pictures of how London Docks used to be and worked.

Scale

Pictures taken at Scale meetings by section leader Lawrie.

