

October 2013 - Autumn Newsletter

(a special edition of "Setley Sail"!)

Scale Captain's Chat

Hi Folks...

Well another season almost done! Where does the time go to?

We have had another great year. Despite problems with too much water early in the season, we have had some good attendances at the lake and I hope that you have enjoyed your sailing at Setley and are now maybe thinking of that new build for next year.

I am pleased to say that after a lot of venue searching and investigation by the committee we decided to book the All Saints Hall at Milford On Sea for our annual exhibition on 7th September and despite a very short lead time to arrange and set up all went well and we had a great show with over 80 models on display in two halls. The

support from the public was excellent with the hall being busy all day; I have received some fantastic comments from visitors to the show and my thanks go to all who helped with the set up, displayed their models, manned the door and displays, distributed leaflets and posters, and ran the refreshments and raffle. The result was that we raised in Collection buckets: £285.28, Tea and Cakes: £81.58, and Tombola: £35.00; making the total collected for charity on the day £401.86 and in addition the RNLI took £100 on their stall.

We have already booked the hall for next year with a little earlier date so that it will be whilst the school holidays are still on to hopefully increase the visitor numbers from the holiday parks.

Your Treasurer Lorna has now opened the list for the Xmas Lunch on December 14th at The South Lawns Hotel so please contact her directly to book your places, there's a menu and form at the end of this newsletter. I look forward to meeting many of you there.

I am also pleased to tell you that Peter Taylor has once again produced an excellent club calendar and you can contact him to purchase your copy, see the advert below!

Finally on a sad note it is with great regret I have to tell you that Mac Winter one of our senior members passed away on 6th October at Southampton General Hospital. Mac has been unwell for some time, but he will be remembered for his [fine models of traditional fishing boats and tugs](#), our deepest sympathy goes to his family at this sad time.

That's all for now folks,

Happy Boating, David



The Scale Captain sailing his new Shelduck on Setley Pond

In Memoriam: Mac Winter



...Sadly Missed

Editorial: Shelduck, Shelduck and yet another Shelduck!

So why this special Shelduck edition of the Club newsletter "Setley Sail"? Well, many of you will have noticed that these fine little yachts are proliferating on the pond. We already see three sailing regularly and it is rumoured that two more are being built. So I thought you might like to know why! My thanks to John Joughin for his interesting article and Edwin Metcalfe for the photos taken during the build.

Despite being only 18 foot in length, the original Shelducks really were small cruising yachts complete with inboard engines, galley area, and proper heads. They have a ballasted fin keel allowing

them to sail well even without the centreplate lowered. In comparison the boat I am having built (pictured above) seems more like a sailing dinghy with a lid - despite being two feet longer (and two feet is a large difference in a small boat)! The secret of the Shelduck's impressive internal spaciousness lies in the raised top sides. However everything comes with a price, and I'm not sure I'd like going onto a Shelduck foredeck in rough weather!

On a different subject there was debate at our AGM as to whether the club should continue to be affiliated to the South West Association of Model Boat Clubs. It would appear that members of other clubs have also questioned the usefulness of SWAMBC. At the SWAMBC AGM on 19th October all the affiliated Clubs' Representatives who were present at the meeting voted unanimously to dissolve the association. The previous Committee Officers agreed to continue in their posts until all the assets of the association have been disbursed. Minutes of the meeting explaining exactly how this will be done will be posted on the SWAMBC website (which will be continued for the time being).

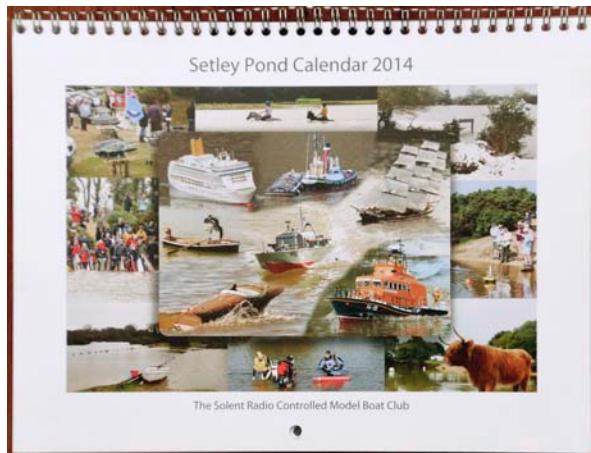
I hope you enjoy this "Setley Shelduck" edition of the newsletter, happy reading!

Peter Taylor, your Editor.



No it's not a Shelduck! But the west Wales boatbuilders have told the Editor that his new boat now might even float!

Advert: The Setley Pond 2014 Calendar



Twelve *superb!* photos of boats on Setley Pond taken by me during the past 12 months.

Professionally printed on good quality card with robust covers front and back. Opens to A3 size with plenty of space to write in your appointments, birthday reminders etc.

Price maintained for a further year - a bargain at only £10 (similar quality calendars in the shops cost much more). This really is a "special offer" price and stocks are limited - don't be disappointed. Contact me, Peter Taylor, to buy your copy... *NOW!* (Contact details at end of newsletter).



Feature article: The Purbrook Rossiter Shelduck

Before the advent of mass production in glass fibre there was a small boatyard on the banks of the river Avon at Christchurch, "Purbrook Rossiter", producing high quality small cruising boats in wood. Rossiter yachts is still in operation to this day and the following is an excerpt of their history taken from their current website.



"In 1936 Charles Purbrook, a silversmith, built himself a clinker sailing dinghy. Before he had finished it someone bought it and before long he found himself doing, with help from our long serving foreman Tom Kerley, more boatbuilding than silversmithing. These Coot class dinghies caught on and in 1938 he moved to a boatyard on the river Avon at Christchurch. Just before the war he designed and built for himself an 18 foot half decked dayboat which he called Shelduck. During the war the yard built whalers and lifeboats. After the war they returned to building Coots and Shelducks, introducing several new designs of clinker dinghies, and quite soon a cabin version of the

Shelduck. In 1949 Hugh Rossiter, who had trained as a naval architect with practical experience in ship and boat building, joined the firm at the time the yard was embarking on their 22 foot Heron. He took over from Charles Purbrook in 1951 and continued building wooden boats to the firm's designs."

During 2012, Edwin Metcalfe and myself were comparing notes, as co-incidentally we were both simultaneously building Deans Marine Flower Class Corvette models and thus shared many pond-side discussions over the problems and frustrations which ensued. Later, with the models built and happily engaged in convoy operations at the pond (keeping a wary eye out for U-boats!), our conversation

strayed to previous sailing exploits, and Edwin remarked that he used to own a Purbrook Shelduck, which was another remarkable co-incidence. My late father and myself used to own one for many years (pictured right), and they were a rare classic class indeed as only 30 to 40 were known to have been built. Edwin then speculated that our next project could be to build working models of the Shelduck, and I then went very quiet! At that stage my modeling experience amounted to building the Corvette, and fitting out a GRP fishing boat hull, and I was daunted at the prospect of attempting a plank on frame timber hull. The following week Edwin arrived at the pond with a feverish demeanor and a glint in his eye; he had been to Rossiters and managed to obtain copies of the original plans of the Shelduck, and very kindly handed a copy to myself.



Swept along by the momentum of Edwin's enthusiasm there was obviously to be no turning back, models were going to be built! Edwin's brother Roy, formerly a joint owner of Edwin's Shelduck was also feeling the embrace of Edwin's enthusiasm, so all three of us set about the building of our own Shelduck models, there were going to be triplets!



Over the years, in the course of his building enterprise, Edwin had put aside many choice cuts of hardwood, teak & mahogany etc., and at last had a worthy cause for their deployment. Week by week Edwin fabricated Shelduck parts in triplicate and gave to Roy and myself the parts for construction cut in beautiful hardwood. On a cold day in February Edwin and Roy cast the lead keels in a mould in his garden.

In the great British spirit of invention and improvisation each of us continued with the build, overcoming problems in varied ways, such as different steering mechanisms, sheet winching arrangements etc. but always with the intention of being as authentic as possible to the original craft. The models are constructed of 2mm thick mahogany planks on plywood frames, sealed on the inside with epoxy resin and glass fibre matting. This resulted in a very lightweight hull, and coupled with a very beamy, and therefore buoyant hull form enabled the models to take a decent amount of ballast with plenty of space for all the the internal equipment.



Being a model of a beamy 18 footer, the question uppermost in our minds was how well would the model actually sail, if at all. By April, Edwin was the first to have a completed watertight hull, and we were impatient to have a trial sail. I had a rig belonging to an old pond yacht tucked away in a shed, and the mast just happened to be the right height of 48 inches. Edwin adapted this as a

temporary measure to his hull so we could get some sort of idea of the performance (if any!) under sail. After a few nervous transits of the pond (photo right) we were beaming happily as it became apparent that remarkably she was sailing far better than we could have hoped, and this provided a timely injection of enthusiasm to complete the models and get sailing at last. Further trials in very windy conditions confirmed that there would be no need to run for port when the barometer drops!



The Shelduck had a shallow iron-ballasted fin keel, augmented by a pivoted swinging centre-plate. Our initial trials were without a centre-plate, and the addition an equivalent fin to replicate this makes a noticeable difference to the sailing performance of the model.

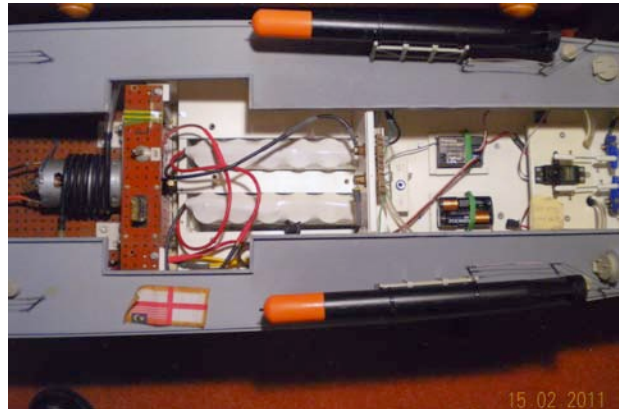
Flock, Plague & Badelynge!

A further two club members now have their own Shelducks in build, so it seems the existing “collection” of Shelducks will shortly be joined by a further two!

John Joughin



"Members" Adverts: Perkasa Models and Graupner Charger (from John Hawkins)



John Hawkins (previously a member at Slough MBC, now in Poole, Dorset) has the following model boat items for sale:

49.5" Perkasa: Complete and ready to go - see photos! Working lights and radar; glass-fibre hull, water cooled motor; Astec Speed Controller; 2 x 6 cell battery packs; Axtronics Battery Charger; Futaba Skysport 4 Radio; many extras **Price: £300 o.n.o.**

49.5" Perkasa: Half built with wood parts needed for completion; motor and prop installed; Electronize Speed Controller; 2 x 6 cell battery packs; Futaba Attack Sport 2C Radio **Price: £100 o.n.o.**

Graupner Battery Charger MC-Ultra Duo Plus for a 12V Battery Price: offers!

Contact: John on 01202 766402 (or 01202 696795)

"Members" Adverts: Grand Banks Style Motorsailer (Phil Wheeler)



Originally built by SRCMBC member Ken Dyer, the boat is 51" long with a beam of 11". GRP hull, with a monoperm electric motor fitted with fully proportional ESC for forward and reverse. Switched (via radio control) working navigation /running lights and separately switched interior lighting. The sails are controlled by an arm fitted to a high torque servo.

Radio control is a 2.4ghz Radiolink six channel set. The battery is a 6V 12Ah sealed lead acid unit which powers the radio, motor & nav lights. The interior lights have a separate circuit with their own rechargeable battery supply fitted. Complete with stand.

Price: £250 o.n.o.

Contact Phil Wheeler (Poole, Dorset.) on 01202 380088 or 07799802764

Email: p-wheeler1@sky.com

Club Contact Details

For Christmas Lunch bookings, Club Merchandise, and Membership Matters:

(N.B. if your address, email, or other **membership details** change):

Contact: Lorna Soffe, 1 Stoneleigh Avenue, Hordle, Lymington, Hampshire, SO41 0GS.

Email: membership@srcmbc.co.uk. Phone: 01425 615305

For Calendar purchase, the Newsletter and the Club Web Site (www.srcmbc.org.uk):

Contact: Peter Taylor, 84 Priory Road, St Denys, Southampton, SO17 2HS.

Email: info@srcmbc.org.uk. Phone: 023 80554670 (you will get my answering machine; say who you are and I'll either answer if I'm there, or get back to you!)

Cut off date for entry in the next issue is: 31st December 2013

But don't wait till then, send it to me now, and especially give me more time if you are submitting on paper or want me to do the "art" work!

For Other Club queries etc:

The Scale Section Captain: David McNair-Taylor,

18 Wilton Gardens, New Milton., Hampshire, BH25 5UT.

Email: scalecaptain@srcmbc.org.uk. Phone: 07887 967887

South Lawn Hotel and Restaurant

Pre Christmas Lunch 2013
£17.75 per person
to include Party Crackers and Novelties



Home Made Vegetable and Lentil Soup
Chicken and Pancetta Terrine, Fruit Chutney and Melba Toast
Smoked Mackerel with Horseradish Cream and mixed Leaves



Traditional Roast Turkey
Traditional trimmings, Rich roast Gravy and Cranberry Sauce
Roast Belly Pork with Apple Sauce
Poached Fillet of Salmon, Lemon and Dill Cream
Vegetable and Goats Cheese Parcel, Tomato and Basil Sauce
Served with Chef's Choice of Seasonal Vegetables



Steamed Christmas Pudding with Brandy and Orange scented Sauce

Vanilla Cheesecake
with Spiced Mandarin Compote

Warm Chocolate Brownie
with Morello Cherries



Fresh Filter Coffee with Mince Pies

Saturday 14th December: Partners and family welcome! Please contact Lorna to book: Return the slip below, or phone her on 01425 615305, email: membership@srcmbc.org.uk, or tell her at the pond! (last date for bookings: 15th November)

✂-----**Reply slip** -----

I/we will be attending the Christmas Lunch on 14th December 2013, please add my name to the list:

Name (print):..... Number of people (including me!):.....

Please return to: **Lorna Soffe, 1 Stoneleigh Avenue, Hordle, Lymington, Hampshire, SO41 0GS**