

A Christmas Tale

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WHAT DO YOU WANT FOR CHRISTMAS DAD ?



But the tale started long before that.
In 1966 my Uncle built a Mirror dingy kit for his son and I saw him having great fun with it during our holiday with them.

So when the question came, and I had been wondering about something wind powered, I looked around and saw the kit for a 1:6 Mirror dingy from Pandan Models ignored the calls to build a Wee Nip, and, on Christmas Day -



By the 27th Dec I had the Hull skins stitched together with copper wire, as per full size construction; all ready for the glassfibre tape and resin

Internal of hull skins with taping and resin complete.



On the 4th January the construction of the hull, rudder and keel was complete and painted.

Like the original, it has built in buoyancy tanks, and, to avoid having a radio box exposed in the open well, as per instructions, I formed a hatch access in the stern tank for the Rx and Servos. A standard Futaba could sit upright for the sail arm, but I needed a mini or micro servo for the rudder. A 4 channel Rx was pushed in. To date there has been only a little water ingress, despite some very hairy gusts with water spilling over the gunwales and filling the well. But you just pick it up and pour the water out.



If you look at the storage spaces under the mast base, you can see the orange sail bags (balloons) enclosing the batteries and the on/off switch.

The charging socket is exposed.

The centre board is not in place in this photo.

By the 10th Jan the rigging was complete, a bit fiddly and frustrating, with a crew ready for a sail.

The total time logged on construction, painting and rigging was 24 hours.





On Jan 17th there was really no wind at all, but I tried and got an occasional puff, but it had to be packed in when my toes started to freeze.



At last, on 19th Jan there was a good breeze and the Mirror set off happily. Although I have done some slight tweaking of sheeting, it sailed away as per the kit.

I have now used the extra trims available with my Robbe-Futaba Rx 18 to get better adjustment of the sails and rudder.



By the 4th February the lettering had been delivered, the sail no. 4550 and the name "C U Later" of the original applied.

In Conclusion:

This was a good kit with very few problems. A cheeky little boat with character and good sailing potential which I have not yet been able to use as sailing at Rouken Glen is dogged by ever changing wind strengths and directions due to enclosing trees and the islands.