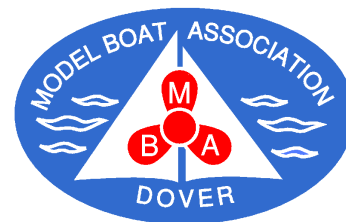


Kearsney Kapers

The MBA Dover Newsletter



Issue 7, Spring 2002

Hello Again,

Here we are again with the first issue for 2002 and with the new title for the newsletter, "Kearsney Kapers"

This name was chosen by you, the members, from a shortlist included with the membership renewals for this year.

With the last newsletter there was a flyer mentioning an additional proposed regatta, some of the members wished to run a series of regattas over the winter months. All the equipment is in the storage shed not normally being used over the winter, therefore it might as well be used. We usually have a good number of members at the lake on a Sunday morning enjoying a sail and this might encourage some to try their hand at a steering course. Winter is normally a quiet time for club activities but with the yacht races and this new regatta series, we seem to be in action all year round.

The annual Christmas party and prize giving was held at the Cricketers on Dec 5th.

Unfortunately Derek Tippet and John Evans who were the recipients of several first and second prizes could not attend. All the other winners received their trophy's from our chairperson Jenny and Charles Male our Scale Secretary.

As usual there was a marvellous spread of food laid on including

what has become a favourite, the Cricketers curry!

Charles was performing what was possibly his last official duty as Scale secretary as he has indicated that he will stand down at the May 2002 AGM.

On a lighter note, Ken Frisby, who has been the recipient of the 'Nut of the Month' award on more than one occasion (*well, he does share his misgivings with us willingly*), has produced what he calls a runners up 'nut' trophy, this takes the form of a nut on a chrome plated stalk.

A picture can be found inside but I suspect Ken will do more than one thing wrong in the future and get both awards!

I must thank the afore mentioned Ken and Charles Male for contributing articles for

this issue, I was getting a little concerned that we might not have much to offer this time especially as most members can be found in their nice warm sheds, 'wood bashing' and generally being creative at this time of the year.

Don't forget, our first regatta of this season has been moved forward to 21st April and are special Golden Jubilee Celebration Event is on Sunday 12th May.

Happy Modelling!

Alan Poole



Remember - I'm watching you!

Kearsney from a different perspective



This picture (Above), shows our lake from a different view than normally seen. It was taken from the high ground to the north during one of the “Frostbite series” of yacht races in January. Some powerboats can also be seen operating.

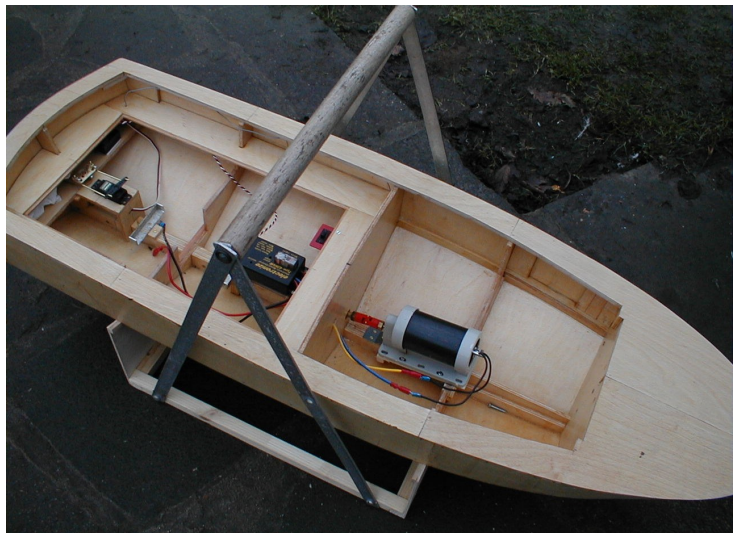


Some of our hardy yachtsmen with their model Fairwinds during a race in January



NEW MODELS

Phils boat in early stages during trials. The wooden construction can be clearly seen and also the neat general layout of the working parts



Another interesting model has been built by one of our newest members, Mr Roy Jackaman. It is the Pilot boat "Britannia". This is a Mountfleet Models kit and is one of three models that can be made from the basic hull design. The others being the 'Osprey', a wartime armed drifter and 'Danny Boy', a standard fishing drifter.

This model is full of atmosphere with a smoke generator providing the 'puff' from the characteristically tall slim funnel. (*also known as a 'woodbine'*). The model has been slightly weathered and has a delightful open boat on the stern cradle. There are some crew members working on and under the boat which also has an interesting interior consisting of tools and other bits and pieces.

A couple of pictures showing the lovely detail on the 'Britannia' pilot boat built by Roy, which is described above.





Graham Miller with his model of a typical Bristol pilot cutter. The model was built in wood originally using the old favourite plank on frame method. It was then moulded in fibreglass by Graham and fitted out. The deck is also moulded in fibreglass, which alleviates the problem of trying to join a wooden deck to a plastic hull. The rig fitted is a standard 'Bermudan' style but a more typical one would be gaff rigged.

A bowsprit forward and a 'Bumpkin' aft, adds character to the model which sails well in light winds but has yet to be tested in a scale gale. Graham, however has every confidence in her performing beautifully in such a 'gale.'

The picture (below right) is of a merchant vessel "City Of Ely". Although not a member (yet) , Its owner tells me that it is from the Deans Marine kit. The model joined us for a trial run on a Sunday in Feb. (We don't see many models of merchant ships)
This model was spotted

This is a shot of Denis Wellard's latest model, it is a pilot boat that he had sitting around in his loft untouched for quite a while. The model is a kit produced by "Lesro". The company is still in business but I'm not sure whether the pilot boat is still in the range. There are still some small jobs left to be done to finish the model, but it runs nicely at a very scale like speed and the 'extras' can be added later.

*Denis's Pilot boat
(Right)*



FOR SALE AND WANTED

Graham Miller has his own design Bristol pilot cutter 'type' motor sailor, for sale. This one is sloop rigged and is being sold without radio or sail winch. The model was developed for the commercial market as one of a series of classic boats. The hulls are still available from Graham. The length is 46ins. And a beam of 13ins Overall height 64ins....

The asking price for this one off original is **£ 350.00**

Call Graham on **853322**

Martyn Bax is selling his Smit Dover. This is another large scale tug that was originally owned by Roger Shields, the model is complete with radio and batteries and is ready to run. There is also a half finished model for the tug to tow, all included in the asking price of **£400.00**

Martyn also has plans for the Seawolf submarine if anyone wants them. (*free*)

Contact Martyn on **01304-614209**

Has anyone got any R/C Boat Modeller magazines that are cluttering up their workshops, I can give them a good home in my collection! The R/C Boat Modeller only ran from 1985 till 1994, it was then incorporated with Model Boats Magazine.

Contact **Alan** on **01304 -852917**

Charles Male is also trying to get a collection of model boat mags together, so if anyone can also help Charles he can be contacted on **01843 - 580429**

Ken Frisby is still looking for someone to refurbish an old pond yacht, he would like to have it on display as a tribute to it's builder who has sadly died. The model has been well built in wood, showing some very nice workmanship. Please get in touch with Ken if you can help.



Alistair Coney, has decided to sell one of his models to make way for a new project. This is a model of a pilot boat, (*see above*) which he is offering complete with, radio receiver and servo's ect, ready to run but just needs a transmitter. This is a good little boat that has been a competitor on our steering circuit for several seasons. It has working lights and operating radar scanner. The model is approx 600mm long.

Alistair is asking for **£90.00** for his model and can be contacted on **07974 - 183765**.

Building models of the Dover Tugs

As a winter project (*I should be so lucky*) more like a couple of year project, four of us have got together to build the Dover Tugs. A similar thing happened about ten years ago when some members produced a Smit hull. The result was all those large impressive tugs that we have or have had in the club. Some have changed hands but are still with us, and some have been sold to other boaters in other clubs.

The new tugs in use by Dover Harbour Board are twin screw Damen 3110 ASD's. Built in Holland, the hulls are mass produced in Russia and towed down to the Damen yard when required, to be fitted out.

Naturally, having these vessels in our hometown and being able to visit them and take as many pictures as we like makes making a model of them a good idea. But looked at in another way, they will have to be right as there will be many knowledgeable people around who will want to point out any mistakes made.

Also we have in the club Mr Terry Brown, he is the Chief Engineer aboard and has been of enormous help providing us with information.

The idea is that the hull will be constructed and a mould taken in fibreglass, this job has been undertaken by myself. (*Yes I know it's not a submarine*) The drive units are being made by Roger. Ken and Alan H, are providing back up in the form of sorting out the complicated bridge structure templates and obtaining materials etc.

The hull is to be moulded by Graham Miller, who is our expert on all things to do with fibreglass and also a club member. So far we have got the hull built up to deck height by using the plank on frame method, for those of you not familiar with this way of building a model boat hull, it is a series of frames cut from, in this case 1/4inMDF. There are 34 frames mounted on a side elevation taken from the ships drawings. It is then a simple job to plank over these frames to form the hull.

The planks are 3mm marine quality birch ply obtainable from model shops and sold by the square ft. I ripped these panels down using a Dremel table saw to planks approx 1/2 in thick.

The planks can be bent around very tight corners if they are soaked for a little while before use.

The bow and stern sections form very tight curves and therefore are constructed in this case by using foam, you can of course use solid wood for this job and this would be the way to do it traditionally. Foam is the medium used in this case as the final model will be used as a master,

it is easier to work with and, in any case, will be clad in fibreglass filler to get a smooth final finish.

The drive units that Roger is making are quite a complicated piece of engineering, basically the motor drive is transmitted through a gearbox to the propeller that is located in a Kort nozzle below the main drive line, a type of "Z" drive. This is similar in appearance to an outboard motor but with the motor being inside the vessel. The whole unit can then turn through 360 degrees to provide the steering. Terry has described the system to us aboard the real tugs, it is interesting to note that when at rest the units are actually pointing outwards providing thrust that counteracts each other thus giving no forward motion. It is only when the 'sticks' are pushed forward that the units move around and give the required thrust from the propellers. I am sure that when we have these units made in model form, we will be able to demonstrate them to you better, but take a look at the pictures for now to get the general idea.

In future issues of the 'Kearsney Kapers' we hope to be able to report further on this interesting project and hope that the description on how the hull is being constructed will be of help to others who may not be familiar with building from scratch!

BUILDING A HUNT CLASS TYPE 2 DESTROYER

When I first decided to make this model I chose a scale of 1:48. My reasoning was that with a length of just over 6feet there was plenty of scope for detailing such a working scale model. Also there was a ready made fibre glass hull available from Simmar to this scale for the Hunts.

At about the same time, I was going through some back issues of Model Boats magazine and lo and behold on the front cover of the issue for April 1984 was a feature photograph of H.M.S. Wilton L128 ,Hunt Class Type 2 Destroyer in waterline. This was going to be the ship that my model was going to depict.

Deciding what you are going to make is the easy bit. How you are going to make it is a different matter. I looked at the task I had set myself and realised that there was indeed plenty of scope for detailing. But to do this properly I felt that the best plan would be to break the model down into sections, after the deck had been laid.

I had already decided that wherever possible I would use polystyrene, sheet, strip, rod or tubing, using Slater's Mek-Pak liquid cement for the adhesive .This adhesive is almost instant and applied by brush it can be controlled throughout.

The section described in this article is the quadruple 2 pounder pom pom which is mounted aft of the funnel.

It is important to mention at this stage that during WW II the armaments on almost all Royal Naval ships were up graded quite often and the 2 pounder pom pom was of no exception. So the making of this weapon is as that which was fitted to H.M.S. Wilton when she went into Durban docks early 1945 for her refit where this Quadruple 2 pounder Pom Pom MkVIII gun on Mk VII*P mounting was fitted , the P standing for fully automatic which could be fired by one person if needed, being power operated. The first thing that I needed to know were scale measurements. A very interesting article was written in Model Boats on this weapon back in April 1996, but did not give any measurements so it was impossible to know what size to make the component parts for this "model".

Eventually I gave the Naval Armament Museum at Priddy's Hard a ring and had a very interesting conversation with their researcher Mr .Magrath.The next day as promised I received 7 A4 sheets. These were taken from the Operators Manual for this weapon. So now I had the information that I needed to give scale to what I was making.

Basically the plan view of the gun platform is 2 1/2"x2 1/2" which is on two levels, the lower level supports the gun underneath which carries the bearing ring and gear for training the gun.The upper level carries seating and operating controls joined to the lower level by a vertical step. This I shaped and drilled from .020" polystyrene Evergreen sheeting. For under the lower level a suitably sized disc was cut out from 040" card , all the time keeping note of the centres, this was stuck to the underside. Later this was to serve for a bearing surface to swivel the gun on. The gun barrels are set in a square of about 5/8" centre from one and the other, the upper 2 laying back from the bottom two by 1/4".

Next I made a box shaped structure 15/16" square but with the top half laying back from the bottom half from 020"card, sort of lozenge if you like, still keeping in mind and marking centres front and rear to take the 4 barrels and also either side surface too because this will be the centre for the trunnion later. On each flat side of this structure I carefully fitted an inch round diameter .020" styrene disc, lining up the centres, then drilled through with a 3/16" drill. Then a 3/16" polystyrene tube was passed through the centre and stuck leaving about 1/4" to 5/8" protruding on either side.

A second pair of discs were cut with the same diameter as the first pair but out of .030" sheet and this time with a parallel 5/8" wide by 1/4" long protrusion from each one and checking with a square that the centre of each protrusion end lined up with the centre of the circular portion. At this point a 3/16"hole was drilled through their centres then passed over the 3/16" tube on the box section. This assembly was then placed centrally over the lower section of the platform vertically, checking with a square that the sides, the parts with the protrusion ,were square with the gun platform then fixed the assembly by the protrusions to the gun platform.

The gun barrels were made from 5/32" diameter styrene tube 1 5/8"long.The centre marks on the front and rear of the box section which from now on I will refer to as the barrel block were drilled to take the four barrels , then these were suitably positioned in the barrel block so that the bottom 2 projected 13/16" from the lower block front face and the top two 5/8" from the upper recessed front face.

So if you turn the whole assembly so that the protruding barrels are facing you, you have a front view of the barrel block with the four barrels facing you supported on either side by a vertical trunnion mounting which is fixed to the gun platform, the trunnion being in the centre of the circular part of the trunnion support. You will now see that the barrel block with all 4 barrels can be elevated up and down at the same time the 3/16" tubing through the barrel block turns in sympathy with it.

Another 2 by 1" round discs were cut from .020" polystyrene and 2 more from .010". The latter were to serve a double purpose. One, as a spacer and two to serve as a bearing surface for the former, so a square was cut in the centre instead of a circle and these thinner "shims" were placed over the 3/16" tubing but not fixed to anything. The thicker .020" disks were slid over the protruding 3/16" tubing

(Continued on page 8)

(Continued from page 7)

ends with sufficient pressure on each and keeping them vertical so as to allow the barrel block and barrels to be moved up and down freely by hand within the trunnion but with no wobble, then very carefully adhesive was applied in several stages securing this second outer disc to the spindle so that this rotated with the spindle.

Having got this stage over with I could then construct the ammunition boxes, two for each side which are mounted on this thicker disc. The scale of these boxes could be calculated from scaling down the ammunition and cross reference to the photographs I had sent to me from the Naval Armament Museum at Gosport.

From here on to completion necessitated using a ring light and magnifier. An enormous amount of patience and a hell of a lot of dialogue with oneself !!

There isn't a great deal more that I can say about the rest of the actual construction of the gun except to say that time and patience with constant reference to the supplied photographs was normal everyday procedure. Now that I had a complete knowledge of how the gun worked, if an item was on a photograph then I did my very best to include it on my model.

After completion of the gun platform and barrel block assembly I worked out a way to rotate and elevate the gun.

Drilling a hole through the centre of the gun platform and inserting a brass tube from below, locked to the platform by a key and dowel I could fit a gear wheel on the bottom of the tube and rotate the gun with an ordinary servo fitted below deck with a larger mating gear. With the ratios that I chose I can traverse the gun for about 300 degrees.

To elevate the gun, when building the barrel block assembly I built in underneath it a small lever fitted horizontally in line with the centre with a small hole in both ends. To each hole I have attached a suitable length of nylon fishing line which passes down the rotation tube and is attached to another servo fitted with a double ended crank, so when this servo arm is moved one way or the other, the barrel assembly and end discs with the ammunition boxes rotate together.

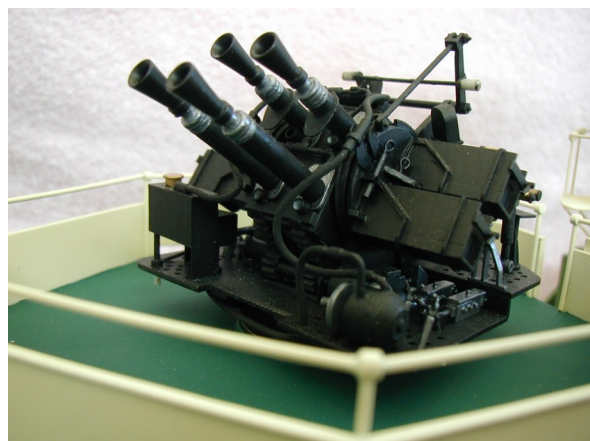
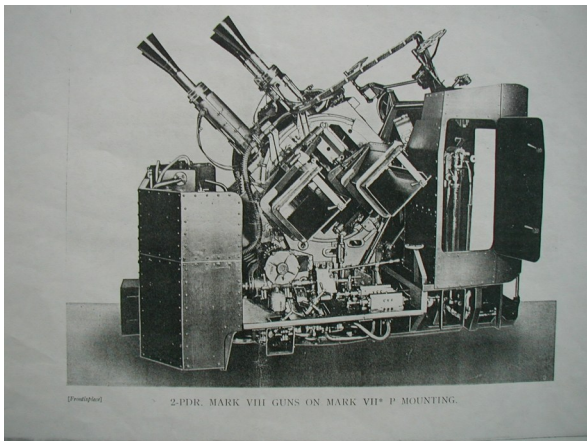
The barrels have water cooled jackets fitted to them so the thickness of the barrel tubing reflects this and the pipe work to these was made from the insulation taken from some thin wire. A short length of 1/8" brass tubing is fitted into the ends of each barrel then 4 anti flash cones turned up on the lathe was fitted to these.

The breach and other parts associated with this end of the gun were again constructed by reference to the photographs.

Lastly having made this wonderful model, the question of what colour to paint it arose ! After a couple of days spending hours on the telephone I eventually found myself talking to an elderly ex Royal Naval officer living in Leicester, and what an interesting and nostalgic conversation it was ! This gentleman was 92, and he served on the Hunts mainly on H.M.S. Goathland, a Type 3 destroyer as a Pom pom gun captain until she was wrecked by a mine off Normandy on 24 July 1944. What was the colour of these guns I asked- and his reply was " they were all black regardless of the camouflage scheme but the breaches were steel coloured" !

The photograph accompanying my rendition of this weapon is the culmination of 5 months work. I hope that this article will be of some help to others contemplating such a venture. And at the same time others do not find it too boring.

C.E .Male.



REGATTAS AND EVENTS

The Icicle Yacht Series.

This series of yacht races was run from Oct through to Dec, the winner of this series was Alan Hounsell with Derrick Rudge second and Barbara Rudge Third.

Extra Club Steering Event , 9th December.

This new event was organised by Terry Brown and Phil Ribton, a steering course was set up and 8 members with 10 boats attempted the course, Terry and Phil had a tiebreak round with Terry and his Wartsila tug taking the first place. Phil was second and Tony Westwood with the bis E-Boat third. Up until now there has not been another special winter event set up, but all who entered had a good time and reports indicate that it certainly will be continuing.

The Model Engineer Exhibition, Sandown Park. 29th-1st Jan

This show was once again held at Sandown Park, Surrey. A move from the large Central London venues was made last year and this proved to be not such a good idea. This show however was a little better with some club stands returning, albeit not on the scale of previous years.

I actually entered the competition this time, it has always been the premier model show from a competitors point of view with entries from all around the world, but this year the amount of models on display was a little disappointing. Several of us attended the show and browsed the many engineering stands obtaining the supplies for the coming year. At least the decent weather which was crisp but sunny made the journey to the show easy for us. Dave and Janet R, from Bournemouth, did not quite have so far to travel this time as they do when visiting our shows in Dover.

The London Model Engineering Exhibition. 25/26/27th Jan

This show was held at Wembley for the first time, the original venue was Lee Valley but due to reconstruction of the site it had to be moved. The name of the show clashes with the other traditional MEE which has also been held at Wembley. It is organised by Meridienne Exhibitions who have a link with Traplet publications and Marine Modelling International Magazine. The show attracted a huge amount of visitors over the three days that it was open, and with most of the regular boat trade stands present, seemed to be a better show for our needs.

Brighton Modelworld 15-17 February.

It was almost high summer weather on the Saturday that we attended this event. The Brighton Centre was busy but not overcrowded and we were able to look round the stands with no problems, as usual this was mostly model railways but there were some engineering stands and a few boats scattered around with a small pool set up to display the working models on.

The Frostbite Yacht Races

This series is still ongoing , at the moment Alan Hounsell is heading the leader board with Moonwind. In time, however, things might change!

Ted Bottle

As most of you will be aware, Ted Bottle passed away on December 14th. Ted had been a very active member for many years, and his expertise in the model yachting world in design and development has helped many members to achieve better results with their boats. He was a regular contributor to the newsletter writing articles which, although technical in content, could be understood easily.

Ted will be missed by us all.

Nut of the Month Award

As mentioned previously, Ken Frisby has produced another Nut of the Month Award to be presented to the runner up in this very closely contested and much prized monthly acknowledgment of silly happenings.

Ken, who has been a recipient of this award on numerous occasions, has made *his* trophy from a walnut, highly varnished and mounted atop a chrome stalk.

Suspecting that he would be once again be collecting the award at the February meeting, he has prepared a set of new rules for consideration. These rules and his comments are reproduced below.

I seem to be winning the 'Nut of the Month' award on a regular basis I think perhaps some new rules are needed to give greater opportunities to all club members to achieve this distinction. I would suggest that a points system be used to determine the award of the trophy. One major factor being an experience handicap as follows:-

Members with 20 and over years experience gain 30 points for each and every indiscretion.

Members with over 10 and under 20 years experience shall gain 20 points etc.

Members with over 5 and under 10 years experience shall gain 15 points etc.

Members with under 5 years experience shall gain 5 points.

Further to this, any member whose surname starts with B or R shall have 20 points added to their final score.

The member with the highest number of points shall be declared Nut of the Month and receive the trophy.

Further to the above, any member who wins the trophy for 3 consecutive months, shall receive a solid silver replica of the trophy to be his or her personal property.

Ken Frisby.

Thanks Ken for submitting this highly amusing ditty and for making the runner up trophy, I think that this piece of work alone qualifies you for the award. – *again!* (ed)



Newsletter Name Change

The chosen name for the newsletter is **Kearsney Kapers**. This was submitted by Elaine Greenland. The number of votes for this name was 32. Elaine also gained 25 votes with her suggestion of **The Transmitter**, this gives her second place.

Third place suggestion goes to Dave Ralphson with **Abbey Action**. With 12 votes.

Margaret Jones just missed out with her **Ponderings** 10 votes and **Soundings** 8 votes.

Dave Ralphson once again featured with **News Buoys** 7 votes.

My thanks to all of you who submitted names for the newsletter and congratulations to Elaine.

Sorry no prize for winning, just the satisfaction of seeing your results in print
Alan.

Secretary's Jottings

Committee Changes;

The MBA Dover Annual General Meeting was held on Wednesday 1st May 2002 @ 7.30pm. As previously announced Mrs Peggy Maunsell (Treasurer) and Mr Charles Male (Scale Secretary) stood down.

Peggy has been the club Treasurer since January 1997, when she took up the role at a particularly difficult time for the club financially. Since then she has kept a constant eye on the club expenditure, and now leaves the club in a very stable financial position.

Charles took on the role of Scale Secretary last year, in his words "to give something back to the club, for the help and support its members had given him since joining in 1994".

I would like to take this opportunity to thank both Peggy & Charles on behalf of all the members and committee of the MBA for their help and support during their terms in office.

I would also like to welcome Mrs Carolyn Tripp, for taking on the role of Treasurer & Mr Terry Brown, for taking on the role of Scale Secretary.

Diary Date Changes;

You will find enclosed with this Newsletter an updated copy of the 2002 Diary Dates (May Issue). The dates have been updated because the Garden Party Weekend at Bybrook Barn, Ashford (22 / 23 June) has now been confirmed as being a week later on 29th / 30th June.

As the club had already agreed to allow the small pond and tugs to be used by a group of members at the Whitfield Primary School Fete on Saturday 29th June, we will now only be going to Bybrook Barn for one day on Sunday 30th June.

Please ensure that you update your own calendars with this change and I hope that you will still be able to come along and support this display.

New Members;

I would like to take this opportunity to welcome the following new members and wish them many hours of happy sailing with us at Kearsney Abbey.

Mrs Christine Wellard

Mr James Boorman

Mr Clifford Hope

Mr Roy Jackaman

Mr Neil Brockman

Mr Stephen Brown

Mr Don Westwood

Mr Gordon Reynolds

Mr Sinclair Balkwill-White

Master Russell Hope

Master Mark Wilkes

Master Joe Beatty

The
overall

Master William Gregory

Master John Covey

Master David Covey

club

membership currently stands at 125 members (104 Adults, 20 Juniors & 1 Honorary).



Alan Hounsell

Secretary - MBA Dover

MBA Dover Officers Contact Details;

Chairperson; Jennifer Hounsell - ☎ 01303 242540, Email: chairperson@mba-dover.org.uk

Secretary; Alan Hounsell - ☎ 01303 242540, Email: secretary@mba-dover.org.uk

Treasurer; Carolyn Tripp - ☎ 01303 252203, Email: treasurer@mba-dover.org.uk

Scale Secretary; Terry Brown - ☎ 07967 641166, Email: scalesecretary@mba-dover.org.uk

Newsletter Editor; Alan Poole - ☎ 01304 852917, Email: editor@mba-dover.org.uk

Committee Members; Ken Greenland & Roger Shields

THE BACK PAGE

LATE NEWS

While reading through my latest copy of Marine Modelling International, March edition, I spotted a report about 27Meg radio frequencies.

Apparently the JRCUC (Joint Radio Control Users Committee?) have approved extra channels to be used within this band, the article describes this in depth so maybe it would be a advantage to get a copy, or contact the authority in London and get a copy from them. www.bmfa.org/JRCUC information, if you have a computer.

The new channels will be numbered and these numbers will include existing colours, they will require a WHITE flag with the new number on it. Where there was also a colour allocated the flag will carry this colour in a corner of the White flag. In theory there could be a total of 32 channels although only 13 would be for model control.

The good news is that all this will not take place until 2004.

Beale Park Model Boat Festival 2002

A number of members attended this popular event again this year. Alan Poole, Don Westwood & Dave Ralphson were all spotted there with their boats on Sunday 5th May.



Alan Poole with his submarine H.M.S. Ocelot assisted by Roger Shields



Don Westwood and his model Range Safety Boat