

The MBA Dover Newsletter



Issue 33 Winter 2010

Welcome again, this time to the Winter edition of KK.

I am happy to report that despite a rather gloomy start to the year with predicted reduction in membership and the subsequent loss in revenue associated with those predictions, the Club has managed to continue and survive in a strong and healthy position. Our membership has risen to better than expected numbers which is good news.

The situation regarding officers of the club is also much improved. Our newly elected Membership Secretary and Webmaster are now sorted things out and are getting to grips with their jobs, it is a challenge that they are both rising to admirably.

The help given by our Yacht Co-ordinator and committee member, Alan Hounsell is very much appreciated, his computer skills and previous knowledge within the club has been invaluable. It is very difficult to manage and run a club such as ours without computers these days and having these skills makes the job so much easier and more efficient.

Our regatta season has carried on with the Dover Regatta in August and in September, our last club regatta of this season at Kearsney. We have also attended the Maidstone Boats on the Mote, Ramsgate Vikings Model Ships Rally and the Southern Model Air show at the Hop Farm. All these events are reported on in this issue and it is fair to add that the club has put up a good show at all of these venues, well done to all who helped set up and display or were just there for the club.

The September Illuminated event was however, a washout. One member Reg Archer, arrived with a model but as the weather was so bad, he could not sail it. As there was no competition, the trophy was not awarded this time, a great pity because this event is normally well attended.

It is also with regret that the club has been forced to cancel the famous Annual Christmas Social event this year. We had advertised this widely and it had been discussed at the monthly meetings and well covered in the minutes of our meetings, we even sent out a special flyer to all members with the last KK. At the October club meeting, which was the cut off date, the ticket sales had reached only 4, therefore, this event regrettably is cancelled due to lack of interest.

Some sad news, I find myself in the position of having to report the loss of a close friend and MBA Member, Mr Ken Greenland. Ken passed away in August after a short illness. It is always difficult to put any words together when talking about the loss of any member but as Ken was a founder member of the MBAD and did sterling work for the club, this was even harder to do.

Only a month after this, we received yet another piece of bad news informing us that Mr Keith Lawton had also passed away. Again Keith was one of the members who had joined us in the early days and who had supported us from the beginning.

The club sends its condolences to the families of both Ken and Keith, a short tribute to both can be found on the inside page of this edition.

Seasons greetings to all and we look forward to a brighter model boating year in 2011.

Alan.

Mr Ken Greenland
who passed away August 2010

Ken Greenland had been a member of our club from the very beginning, he was involved in the organisation of the club in the early days and actively took part in all things that helped make it into the club we all know today. Ken was a quite but influential person, his engineering background gave him the skills to construct very detailed working models and his management position at his workplace allowed him to put these skills into practice for the good of us all.

Over the years, Ken, with Roger Shields, Dave Ralphson and I, travelled to many model shows all over the country, usually in Ken's car as it was the biggest! We went over to France several times because Ken knew the Calais club's chairman and could speak a bit of French. One year we drove down to Audriques, a small town south of Calais, for a show there. Ken always joked that I had got them all lost on that occasion, something that I always denied but such was Ken's humour, he loved relating that story.

Some of his notable models have been his "S" class submarine which he made the masters and moulds for, these were subsequently used to produce kits for Darnell, Metcalf Models and now Models by Design.

He will also be remembered for building his Tug Elaine, named after his wife Elaine and his Maggie M Trawler which he ran for many years, but probably his favourite was the Troll Patrol novelty model that was built by another member Chris West but acquired soon after by Ken. The Troll Patrol went everywhere with him, he just loved displaying it.

Ken loved to work with styrene plastics and built some very intricate parts for his models from it, when this material was to be used by anyone, he was the man to ask if there were any questions about how the material was to be used.

Before joining the Dover MBA, he was a member of Ramsgate Vikings MBC, the members of whom he still maintained a good friendship with, the close proximity of the two clubs kept this friendship alive. At Dover, he was at one time our Scale Secretary sharing the job with Roger Shields, some of the regatta courses that he designed for us are still active today.

We have all lost a good friend and a skilled modeller, I hope that there is a model club up there, and I'm sure that if there is, Ken will be in it. Alan

Mr Keith Lawton
Who passed away in October 2010

I also have to report that Mr Keith Lawton passed away on Sunday 3rd October. Keith was taken ill and died suddenly in hospital. He was also a long term member, joining on the 6th June 1993 just as the club was forming, Janice, his wife, also joined the club sometime later in March 1997.

Usually building his models from plans his models were constructed solidly and in a professional way, his passion was in the yachting side of our hobby and he liked to compete in yacht races which were held at regattas. He also built power craft one of which was his own interpretation of a Springer tug, his had a crane on it! He owned a novelty boat, this model was often seen on regatta days when *Grommet* (crew member) sprayed water from a cannon much to the delight of the children. His daughter said that as a true Eastender, Keith grew up around the London docks and it was this experience that gave him his lifelong love for ships and the sea and of course his models.

This club has lost yet another great modeller, we will all miss Keith's humour.

Not a Good Time to surface !



Above-The latest addition to the fleet is Ted Goldrings model HMCS Snowberry built from the Revell kit.

Three Flower class corvettes together, – Reg’s HMS Bluebell, Barrie’s HMCS Cornerbrook and Ted’s HMCS Snowberry. All stopped, they will make a good target!

For Sale

John Patterson has sent details of two models he wishes to sell.

1960's MODEL CABIN CRUISER

Hull 50in Beam12in,
Torpedo 850 Motor, Electronise speed control,
Futaba 6 channel receiver,
Bow thruster, Fibre glass hull,
No Transmitter, Very good condition.

BARGAIN £125.00

CATAMARAN

SARA- Semi- scale Model of Modern Catamaran
Hull 28in Beam17in
Height with weighted keel 53in
Futaba receiver
No Transmitter

BARGAIN £65 00

John Patterson 01233 721287



There are still quite a number of items from Ken Greenlands estate for sale in the storage shed. At the time of writing there is a hot air gun, power sander, some tool kits, spanners and other goodies still waiting for a small donation to secure them. All proceeds to Ken’s wife Elaine.

I would like to take this opportunity to thank all the members for their generosity when purchasing the items already sold. The amount is building into a respectable sum for Elaine who, I am sure, will want to thank you also.

There is one outstanding model left and is still with Elaine, it is the RFA Blue Rover, a light fleet tanker of the Royal Fleet Auxiliary. This model is almost complete but will still need many hours of detailed work to do it justice. It is open to offers but it is not for the feint hearted.

See Roger or Alan for further details.

Boats on the Mote 24th July 2010

Saturday the 24th July was the slightly unusual date set by Maidstone Cygnets for their “Boats on the Mote” open event, only unusual as it was a Saturday, this was so that a barbecue could be held at the end of the day to which we were all invited.

Dover MBA attended as one of the invited clubs, we were joined by ‘Heron’s’ of Herne Bay, Tugs R Us and a small display from Wat Tyler boat club. Some individual members from other boat clubs in our area also attended.

Nine Dover members came along, we set up two gazebos and tables and put on a rather good varied display of models, we did have a guest with us from Canterbury who has become a good friend and hopeful new member Kim Belcher, who brought along his much admired Dive Boat this time instead of his long term build of the Ramsgate Lifeboat, this is Kim’s real love, the RNLI.

Len Ochiltree had his usual range of models out on the water early, I think they all managed to get an airing during the day. Derrick and Barbara Rudge had a nice selection of their sailing boats in the water and Maurice and Kathy were showing their numerous models, Maurice followed in line astern with the big HMS Kent at one stage, they are both the same scale.

The Cygnets star attraction, HMS Kent (1/36th scale, and over 12 feet long) was sailing for most of the day and was also on display to visitors moored up alongside the wall. Your scribe, having more than a passing interest in this ship, was offered the con of this monster model, not being one to refuse such an offer the opportunity was taken, it really was a superb experience, after nervously negotiating around the other models I headed out to the other end of the water where I could open her up and test her handling, the vast expanse of the Mote Park being an ideal place to operate such a big model in. I just wanted to keep sailing her all the way back to Dover. Due to logistical problems, the expected attendance of this model at Dover was postponed, a great pity as it would have been so nice to have it with us at our Dover Regatta, oh well! we will have to be satisfied with a 1/96th scale version.

Our thanks to Maidstone Cygnets for their invitation and hospitality.



Our stand at Maidstone.



Wait for me



Len’s TID ‘n’ tow



Four in blue

Dover Regatta 2010

A very busy weekend started on Friday 13th when we collected the van then loaded it up with everything that we needed for the regatta.

Several members were on hand to help with this at Kearsney, and when loaded the vehicle was then driven down to the DHB yard at the Wellington Dock and stored overnight.

Saturday morning, and we all assembled bright and early to help set up in the Granville Gardens, the van had been collected at 0630 and was waiting ready to be unloaded.

Our allocated area was in our preferred location so we got on with the work in hand, the pond boards were placed in position and joined together, this year Peter Cook had made six extra panels which increased the overall size to 30 x 24ft. the liner was laid in position and the filling with water started, the smaller children’s pool was by then also assembled and filled. By about 0830, the gazebo’s had been erected, the fencing set up, the tables were all out and models placed on them. The tannoy was working and we were ready to go, not bad, only two hours to set up, everyone worked very hard.

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The weather forecast was not so good, rain had fallen as we worked and some longer spells happened during the day, the crowds and some members stayed away, despite advertising the event we had no more members attending than a normal regatta at Kearsney. Not deterred, we put on an excellent show and kept models on the water at all times, even in the rain. The main regatta programme was disrupted somewhat by the non-appearance of the helicopter pleasure flights due to the landing area not being available and then the RNLI demonstration with the RAF helicopter did not happen due to the helicopter being diverted to a real emergency. However, the Dover Lifeboat did manage its very impressive display with the inshore lifeboats passing along the crowd line at speed throwing up huge waves that crashed onto the beach.

We had a visit from the local press who asked questions and took some photos, these appeared in the papers later that week with a nice write up, all good for publicity.

On the Sunday, as we had left the pool boards and fencing up overnight, not quite so much work was needed to set up. But we had another problem, the wind! All the gazebo's were staked down hard but this did not stop us damaging three of them, some gust's were so strong that on one occasion Phil Ribbon's large Kearsney Cruiser was bodily lifted from the water onto it's beam ends then dropped back in the water, I had never seen this happen before and especially to such a large model, I believe that Ted Goldring's flower class corvette was also caught in this gust and survived, just like being in a 1/72nd Atlantic storm - with a convoy!

We had invited other clubs to join us on the Sunday and had two members from Capstan MBC and one from Maidstone Cygnets join us as guests for the day. Ken Norman from Capstan had brought along his 30 plus year old amphibian and his ramp apparatus to demonstrate it on. Gerald Vesty with his amphibian soon joined him, the two of them played happily in the corner of the pool together. Kim Belcher from the Cygnets MBC was with us for the two days, he brought his dive boat which is fully kitted out with two very detailed diver figures, this model is receiving a lot of attention wherever it is shown due to it being a very unusual subject- and its very well made.

During the afternoon, because I had done the commentary for the two days, I was volunteered to go and speak up on the organisers stage about our club. I was interviewed and spoke about the Dover MBA. The opportunity to encourage others to join us in our great hobby was taken, I hope I have succeeded!

We packed up at around 4pm on the Sunday, everything was stowed away and safely put back in storage at Kearsney, the van was returned and we were home by 6.30.

We were all very tired but had an enjoyable Dover Regatta 2010.



Vikings Model Ships Rally 5th September.

About 10 of us made the short trip over to Ramsgate on Sunday 5th September for the 12th Annual Model Ships Rally.

The weather was kind to us which seems to be customary for this event. Tables were provided for the 100 models or so that were displayed and security fencing kept the little fingers away, all provided by the Vikings Model Boat Club.

The format was unchanged from previous years, 20 minute slots from 10am till whenever! 2.4 gig is a godsend to rallies such as these, booking in and allocating of slots is still carried out but there are plenty of spare slots available for those with radio sets that still need frequency control.

I like this show and have attended most of them going back to when the event was known as the Waverley Ships Rally. The Waverley paddle steamer does not feature now, the name has changed to the Model Ships Rally but it is still the same great show, always well attended and supported. Next year will be the 25th anniversary show and I'm told, the Vikings are pulling out all the stops to make it a very special event next year, one not to be missed.

Club Regatta September 12th

This short report has been compiled from information received from Maurice.

The weather was very nice for our last regatta of this season, due to the amount of members who were away this time, a smaller compound was set out, the tea tent was not put out but refreshments were available from one end of the display gazebos.

The turn out was good, about 30 members attended during the day, we had no weed problems and boats on the water had no problems.

There were no special incidents to report and no nuts of the month nominees were observed this time. Maurice thanks all members who helped set up and break down the equipment which made it a successful day.

Southern Model Airshow September 18/19th 2010.

The club attended the 2010 Southern Model Airshow on both the 18th and 19th September as guests of Maidstone Cygnets MBC who organised the marine exhibits.

They had set up a large pool that was filled with fresh water and was three foot deep, ideal for those of us with submarines. There were many clubs in attendance from all over the south of England as well as individual groups and traders all gathered together in one area that has now become the preferred position.

On the Saturday we had approximately ten members with their boats and the Sunday we had only six. Nevertheless the display was impressive and members were kept busy answering questions from the public.

The weather was really nice on Saturday however not so good on Sunday, despite this it was a really nice relaxing show. Thanks to Cygnets MBC who organised everything this year and who invited us to attend.

Illuminated event September 24th

Oh dear! Awful weather put paid to this event, Reg Archer was the only member who turned up apart from your scribe, I suppose that's the first and second place for Nut's of the month sorted.

(this did not happen as they were kind to us) ...Ed.



These reports bring the power craft regatta season to a close, we look forward to starting all over again next year.....

Member Models

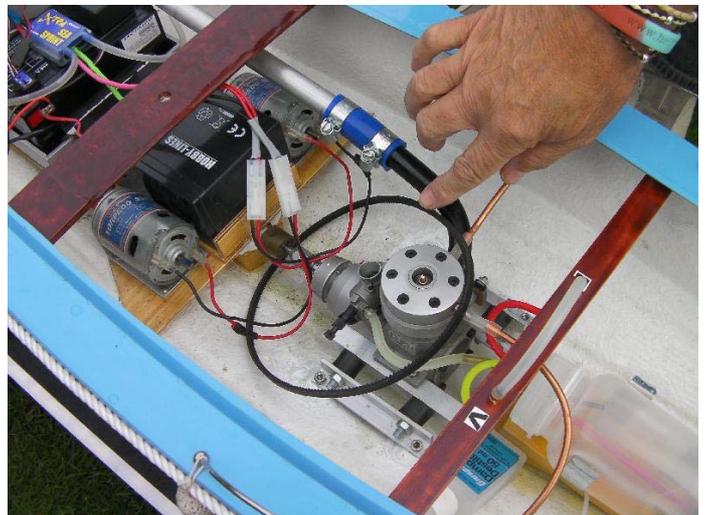
First this issue is the MFA Fantome, a large cabin cruiser design based on the Fairy Marine series of powerboats. This interesting example is owned and built by Graham White.

Graham is one of our newer members but he tells me that he has been modelling for many years and is also interested in model aircraft and cars. This particular model is produced by the well known local manufacturer MFA (Model Flight Accessories) they are based in Worth nr Deal but Graham had to get his kit from Cornwall Model Boats. MFA do not seem to like customers just turning up at the factory because they are not set up for retail sales. Back to the model, this is a big boat, it is 45 inches long and has a beam of 13 inches. As I mentioned it is interesting because it has a dual propulsion system fitted. Twin MFA 850 Torpedo electric motors are fitted for use in most of our lakes where the environment is a priority, no pollution, but also installed is a huge 15cc SC nitro powered glow engine, this is to allow Graham to use the model where these I/C engines are permitted and to compete on equal terms with other models with this type of power plant.

When I saw the model it was on its first outing and because this was at Kearsney the electric version was being employed. As I walked down to the lake I was horrified to see clouds of smoke emitting from its stern, only later did I learn that there was a smoke generator fitted which is piped out through one of the twin exhausts, the other exhaust is actually the real exhaust for the I/C engine.

After a while Graham brought it in and the cabin was removed to show all these working features, it is certainly full of equipment, two large 12 volt batteries are wired in series and are designed to increase duration, these took up a large amount of space, the massive engine with all its associated equipment including a large fuel tank, accounted for the rest of the space.

Because the twin 850 motors draw quite a lot of current, there is a very powerful Electronic speed controller fitted, this has its own pumped water cooling system, it's the Ripmax Xtra Sea Sprint and is rated at 940 amps Max Peak and at 280amps continuous, quite a beastie!



Above and right..... Bill's boat !!!

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A certain contender for Nut of The Month one Sunday morning in August was John Patterson who, whilst demonstrating how much faster his model was on one lighter battery, ran over and sank Jeremy Maudlings little Severn class lifeboat. The collision rolled the little lifeboat onto its side, it then quickly filled with water and sank in the middle of the lake. Jeremy was remarkably calm about the incident, a bigger lifeboat, (Club dinghy) was launched and recovered the model, it had sustained no serious damage and when dried out will be as good as new.

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John's model is a freelance MTB based on a fibre glass hull, he has two Torpedo 850 sized motors in it and these run on 12volts. It is approx 48inches long. Below can be seen a picture of John's model and also the result of the collision.



John Patterson's Freelance MTB

The Lifeboat sunk! Superstructure floating.

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General News

On television recently there was an article about the opening of a new attraction at the Chatham Historic Dockyard. The National Maritime Museum's model ship collection has been relocated to Chatham, it is housed in the No1 Smithery, this building has been completely refurbished and modernised to accept these national treasures.

Some of the Imperial War Museums model collection along with some famous nautical artworks has also found a new home in the same premises.

I had cause to visit the Dockyard model shop recently and noticed the large posters that were advertising this new attraction, what caught my eye immediately on this poster was a large picture of the Eddystone lighthouse, this is the very model that had been built by one of my relations way back in 1865.

Three years ago I made an appointment to visit this model when it was in the NMM storage facility in Kidbrook, London. Some might recall a short article in KK that was written about the visit.

I was amazed, and asked the security staff on the door if this model was on display in the exhibition, they confirmed that it was and escorted me to it; and there it was, fully assembled in a glass case with the builder, George Knott's history and his medals gained for it, proudly displayed. The information boards tell of his birth in St Margaret's village and his career in the Trinity House. He was the Lighthouse keeper at South Foreland, the Eddystone (twice) and North Foreland. He made models of all the lights he served in, unfortunately most of these were destroyed in the blitz.

There are around 3.000 models in the collection, not all are, obviously on display and are in store until needed. In an area near one of the stores, a viewing point has been created where it is possible to see some of the larger models in low light conditions, I was told that appointments can be made to view and record details of specific models.

The collection is well worth a visit on it's own but the rest of the attractions at Chatham make this a very special place for anyone interested in our maritime history.

It is always nice to meet fellow modellers from other clubs, one such meeting took place at Kearsney recently. A Mr Dave Millsome from the Kirklees model boat club in Yorkshire made himself known to us down at the waterside, we had a good chat and spoke about our clubs, their membership is roughly the same as ours and they also have a large lake to operate on run by their council. Before leaving we gave Dave some of our club literature to take back to Yorkshire- spreading the name MBA Dover, north of Watford!

Press Release for the introduction of the new Type 45 Destroyers

Details have been released regarding Britain's introduction of the next generation of fighting ships: The Royal Navy is proud of the cutting edge capability of the fleet of Type 45 destroyers, (there are several model manufacturers already making hulls for them). Costing £750 million, they have been designed to meet the needs of the 21st century. In addition to state of the art technology, weaponry, and guidance systems, the ships will comply with the very latest employment, equality, health & safety and human rights legislation.

They will be able to remain at sea for several months and positively bristle with facilities, for instance, the new user-friendly crew's nest comes equipped with wheelchair access.

Live ammunition has been replaced with paintballs to reduce the risk of anyone getting hurt and to cut down on the number of compensation claims. Stress counsellors and lawyers will be on duty 24hrs a day, and each ship will have it's own onboard industrial tribunal.

The crew will be 50/50 men and women, and balanced in accordance with the latest Home Office directives on race, gender, sexuality and disability. Sailors will only have to work a maximum of 37hrs per week in line with Brussels Health & Safety rules even in wartime! All bunks will be double occupancy, and the destroyers will all come equipped with a maternity ward and crèche situated on the same deck as the gay disco.

Tobacco will be banned throughout the ship, but cannabis will be allowed in the officer's mess. The Royal Navy is eager to shed its traditional reputation for "Rum, Sodomy and the Lash"; out goes the occasional rum ration which is to be replaced by Perrier water, although sodomy remains, this has now been extended to include all ratings under 18. The lash will still be available but only by request.

Saluting officers has been abolished because it is elitist; it is to be replaced by the more informal "Hello Sailor".

All notices on boards will be printed in 37 different languages and Braille. Crewmembers will no longer be required to ask permission to grow beards or moustaches, even among the women.

The MOD is working on a new "Non specific" flag based on the controversial British Airways "Ethnic" tailfin design, because the White Ensign is considered to be offensive to minorities, however it is due to be launched soon in a ceremony conducted by Captain Hook from the Finsbury Park Mosque. The ship will gently slide into the water to the tune of "In the Navy" by the Village People played by the band of Her Majesty's Royal Marines.

The Prime Minister said, "While the ships reflected the very latest of modern thinking they were also capable of being up-graded to comply with any new legislation.

His final words were "Britain never, never waives the rules!"

(The above was sent to me in an email, my apologies if it offends anyone but I thought it was topical and it is nautical.... Alan)

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Propeller Rotation. Standard practice states that when viewed from astern with the shaft turning clockwise, the top of the propeller blade turns to the right and the angle of the blades drive the ship ahead, this will be a Right Handed propeller. (R/H). An anti-clockwise rotation has the tips of the blades moving to the left, this is a Left Handed propeller (L/H). This rule applies unless you buy a propeller from manufacturer outside the UK, they change the whole thing around and the complete opposite applies!

I recently needed a propeller and ordered what I thought was the correct one but when it arrived, it was the same as I already had. A phone call informed me that foreign manufacturers like Raboesh and Rivabo don't comply to standard thinking.....Be Aware when buying your next prop! e I had the same nd



A busy day in Dover, **HMS Kent** arrived on the 16th Sept for a four day stay in the port, she was moored ahead of the Polish Sail Training Ship **Dar Mlodjetzsi** on Cruise Terminal 2. The **Dar Moldjetski** was only in the port for one day and was open to visitors. The other ship in the picture is the cruise ship **Regatta**, she was on Cruise Terminal 1.

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There are two full sheets of corrugated metal roofing sheets left over from our prefabricated garage roof repairs lying alongside the building. They are 1 metre wide and 5 metres long. Any member wishing to make a small donation can take them away, they can be cut easily with a small angle grinder making them easy to transport. Ideal for a shed roof.

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This model of a Victorian battleship was for sale recently on ebay, Looking at the picture it is in Portsmouth at Canoe lake Southsea.

It is almost certainly one of the Portsmouth model boat display team models and is designed to be manned, I saw these have a “battle” at Weymouth this year, very impressive.

These little snippets finish off this edition of KK, we look forward to seeing you all in 2011.

Can you imagine this running around Kearsney Abbey?

Model Boat Association Dover Club Committee Members 2010 — 2011

Chairperson: Maurice Job
Tel:+44 (0)1304 611403
Email: chairperson@mba-dover.org.uk

Club 500: Maurice Job
Tel:+44 (0)1304 611403
Email: club500@mba-dover.org.uk

Secretary: Peter Cook
Tel:+44 (0)1233 647239
Email: secretary@mba-dover.org.uk

Newsletter Editor: Alan Poole
Tel:+44 (0)1304 852917
Email: editor@mba-dover.org.uk

Membership Secretary: Ted Goldring
Tel:+44 (0)1304 380778
Email: membership@mba-dover.org.uk

Webmaster: Phil Ribton
Tel:+44 (0)1304 820215
Email: webmaster@mba-dover.org.uk

Treasurer: Maurice Job
Tel:+44 (0)1304 611403
Email: treasurer@mba-dover.org.uk

www.mba-dover.org.uk

Scale: Roger Shields/Len Ochiltree
Tel:+44 (0)1304 822542
Email: scale@mba-dover.org.uk

Model Boat Association Dover
7 St Anne's Road
Ashford
Kent
TN23 5AU

Yachts: Alan Hounsell
Tel:+44 (0)1303 242540
Email: yachts@mba-dover.org.uk