

The MBA Dover Newsletter



Issue 42 Winter 2013

Welcome to the Winter edition.

It's time to reflect on another season at Kearsney. Since July when the last issue was produced, we have been very busy. We held our own open event, Kearsney Kapers in August and then attended other clubs events at Maidstone, Herne Bay and Ramsgate.

We have also supported the Deal ATC fund raising show on Walmer Green, Deal, and to finish off we all went along to the Southern Model Show at the new venue, Headcorn Airfield.

At all of these events the MBA Dover put on a magnificent show, we always take along many varied and interesting models that more than fill the space allocated to us. A typical outside event regularly sees at least ten or more members appearing with models, there were 40 boats on display at one show.

Reports on these shows are to be found inside this issue.

The "Have a go Boats" are now proving to be more reliable and are starting to generate funds for the club with them, you may recall some issues we had during the development stage, but all appears better now.

The club now has a new harbour unit built from scrap materials found in our store, the work has been undertaken by Len our Scale Secretary. You can now enter the harbour and moor alongside the piers, you will of course incur a mooring fee payable to the Harbour Master, big Pete ! A photo of this harbour can be seen in the Kearsney Kapers report.

This season has also been a good one weather-wise, most of our regattas have been dry and sunny, even outside events that we have attended have been generally good as well, let's hope we have similar luck next season.

An extensive survey has been undertaken by the Dover Council, asking what the public want from the three parks that are located at Kearsney. Bushy Ruff, Russell Gardens and Kearsney Abbey are the specific areas, we naturally, are only really concerned with the Abbey and I know that many of our members have filled in the questionnaire. It is very commendable that the Council has taken the trouble to involve the people who use the facilities and ask for their views. It has come to light however that the Council is seeking Heritage Lottery Funding to upgrade and improve the area so this obviously explains the questionnaire but it is nice that the public have been involved in the planning. We live in hope that the club will also benefit from this upgrade, perhaps we might get some improvements down at the lakeside.

The club is pleased to announce that we now have a new Treasurer, Dave Cowlin. Dave took over from Douglas in October after Douglas requested that a replacement be found. We wish to thank Douglas for all his hard work in doing this very important job for us and welcome David in as the new Treasurer.

Douglas will of course stay as a member and concentrate on getting all steamed up again building his latest model.

Please remember our Christmas social evening on December the 4th at the Cricketer's
See you all there.....

Happy Boating Alan..

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Model Boat Association Dover
22 The Freedown, St Margarets At Cliffe
Dover, Kent CT156BD
Tel. (01304) 853242.
Email: secretary@mba-dover.org.uk
www.mba-dover.org.uk

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Apologies!

In the last issue I made a small mistake with Graham Whites "You Tube" address, the correct address is retsub12 that's buster spelt backwards,12.
As Graham films most of our regattas and puts them on this social media site, it is certainly worth viewing, and getting the address right definitely helps, sorry!

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Chris West has found this little piece of naval history, so many of our everyday sayings come from naval practice

On old sailing warships, it was necessary to keep a good supply of cannon balls near the cannon.
But how to prevent them from rolling about the deck was the problem. The storage method devised was to stack them as a square based pyramid, with one ball on top, resting on four, resting on nine, which rested on sixteen.
Thus, a supply of 30 cannon balls could be stacked in a small area right next to the cannon. There was only one problem -- how to prevent the bottom layer from sliding or rolling from under the others.
The solution was a metal plate with 16 round indentations, called, for reasons unknown, a Monkey. But if this plate were made of iron, the iron balls would quickly rust to it. The solution to the rusting problem was to make them of brass, hence, Brass Monkeys.
Few landlubbers realize that brass contracts much more and much faster than iron when chilled. Consequently, when the temperature dropped too far, the brass indentations would shrink so much that the iron cannon balls would come right off the monkey.
Thus, it was quite literally, cold enough to freeze the balls off a brass monkey. And all this time, folks, you thought that was just a vulgar expression?

MBAD Club information

Model Boat Association Dover Club Committee Members July 2012

Chairperson : Mr Peter Cook - ☎ 01233 641599

Secretary : Mr Alan Poole ☎ 01304 853242
Email: secretary@mba-dover.org.uk

Treasurer : Mr David Cowlin ☎ 01304 371283

Membership Secretary:
Mr Ted Goldring ☎ 01304 380778
Email: membership@mba-dover.org.uk

Webmaster: Mr Phil Ribton ☎ 01304 820215

Scale Secretary :
Mr Len Ochiltree ☎ 01233 627469

Newsletter Editor:
Mr Alan Poole : ☎ 01304 853242
Email: editor@mba-dover.org.uk

Yacht Coordinator :
This position is vacant



Model Boat Association Dover



MBA Merchandise

Caps	£5.00
Sweat Shirts	£14.00
T Shirts	£8.00
Polo Shirts	£12.00
Enamel Pin Badge	£2.50

Website - WWW.mba-dover.org.uk

Radio Control Protocol

At a recent regatta it was noted that some new members were not familiar with radio control protocol.

This prompted a question asking if we actually inform new members what this protocol is when they join the club.

There was a hand-out about this subject which we gave out some years ago but this will now be out of date, it should of course be re issued with new information but until this is done here are a few basic rules that will help new members who have not owned or run a radio controlled boat before.

The correct method is to turn Transmitter on,... Model on.... Model off,...Transmitter off

Do not leave your model in the water and turn the transmitter off.

Model boats must use only 27Mhz, 40Mhz or the new 2.4Ghz frequency.

Before switching on any radio control equipment it is important to check that nobody else is already using your frequency, transmitters will have a frequency flag on the aerial indicating what frequency in use, if this matches your frequency do not turn on, wait until it becomes available.

The modern 2.4Ghz radio control systems do not require a flag, this system automatically selects the next available frequency and allows you to operate your model safely.

During regattas it is normal to use our frequency board when using 27 Mhz or 40Mhz. We do ask members to have a peg with their frequency and name on it, this is to replace the peg on the board which is taken and replaced when not being used, other users will know the name of the person who is using the frequency by noting the name on the board. Please do not hog the frequency and replace the peg promptly.

Another rule is that transmitter aerials must have a protective ‘practice golf ball’ or similar, attached to the tip, this is for eye protection and is in our constitution.

These notes are in no way exhaustive, I have outlined the points that were mentioned but there are others which the operators will learn as they go along, so I hope this short explanation of basic procedures will help new members (and some older members) to understand what is required.

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M. V. AZZAM



I thought you might be interested in this picture of a new super yacht being built by the Lurssen shipyard in Germany. She is being built for an undisclosed owner thought to be a member of the Saudi Royal family. At 590ft long and costing over £400 million she will be putting Roman Abramovitch’s Octopus into second place in the worlds biggest super-yacht listings. My friends son has just secured a position as a deck officer on this vessel, quite a good career move I guess! I also note that

he was on our list of junior members some years ago so, perhaps a model is on the cards later!

(Is that Kelvin’s **Parat** tug there with the headrope?)

Just as I was about to finalise this edition I received a phone call from John Luker stating that he wanted to sell one of his models, and as this is the only “for sale” that I can offer this time, I was pleased to be able to squeeze it into the KK.

It is a 46in Aerokits Crash Tender. The model has been built but never painted, it is however fully sealed and ready for it’s top coats. It is offered complete and ready to run with all the batteries and motors installed and tested, our own Phil Ribton has been advising John on the installation so it will be a reliable model. Also included is a full 2.4Ghz radio control system and battery chargers, this is an ideal model for those wishing to just spend time painting and finishing it off. With all this in the package John is offering it for **£210.00 ono**. His number is **01303 893624**

Boats on the Mote

July 28th 2013

Eight of us took up the offer from Maidstone Cygnets to attend the 2013 Boats on the Mote show. It was a good day with good weather but it was a bit windy, the gazebo's were tested to the limit but as they were anchored to the park benches, we felt secure. Not so for one Cygnets member though, because a small tree snapped off at its base and crashed down onto his model box, luckily the model was on the water at the time. The member, who we know well was thankful that he decided to run his model at that precise time. Not so many clubs were in attendance this year but it did mean that we all had plenty of time on the water, I counted at least 20 boats on the lake at one time. Again the Cygnets ran the I/C boats, well publicised so that scale models had time to wisely come off the water, these boats tear around throwing up vast rooster tails of water which is exciting to watch but scary if you are in their way with a valuable scale model. Wandering around the tables and looking at other modellers efforts is always rewarding and helpful, especially if you are building a similar model. The public also can be inspirational, a gent who we met last year, was taking a keen interest looking at a model of HMS Bulldog on our stand, after chatting a while he said, "I designed that ship" he was the naval architect for Brooke Marine! Naturally we picked his brains.

It is very difficult to select specific models to report upon but these two model ferries made a fine sight sailing together. They were both Sealink/British Rail ships and to the same scale at 1/100th. The St Columba was a bigger ship than the Vortigern so looks out of scale but it is correct, I did not get the name of the owner of the St Columba but we all know Kelvin from our club who owns the Vortigern.



Another model that caught my eye was the German pocket battleship Graf Spee. This was, I believe, one of the Graupner ready to run models. They are well detailed and have a good semi matt scale paint job. The scale is determined by the size of the crate that it is shipped in but it was approximately 1/144. The owner is Matt from Maidstone Cygnets and the picture shows her from an unusual high angle, the view from an aircraft perhaps from

HMS Exeter, Ajax or Achilles, the three ships that forced her to scuttle herself in the mouth of the River Plate.

Maidstone Cygnets are now under new management, we met the new Chairman Matt Mock who has some fresh ideas for the club. Boats on the Mote has become one of our regular outside events and we look forward to supporting them again next year.



Liquid crystal diode [LED] connections.

LED's act as a diode and will only illuminate with a voltage of the correct value and polarity connected across them. They will be destroyed if a voltage greater than the forward voltage without a resistor is connected across them, or if a voltage greater than 5 volts without a suitable resistor is connected in the reverse direction. The 5 and 3mm round type polarity are identified by having one lead longer than the other, the positive polarity being connect to the longer of the two, alternately there is a small flat to the negative side of the moulding. If you are unsure of their polarity you can identify it by connecting a 6volt battery in series with a 2Kohm resistor across the LCD, it will illuminate when connected in the correct polarity.

To calculate the value of the resistor connected in series with the battery and LED the following equation can be used

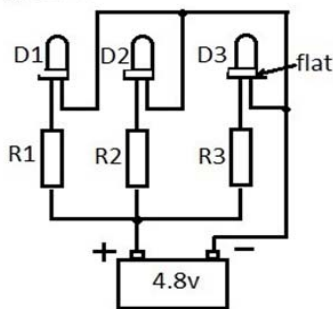
$R = \{ \text{Battery voltage} - \text{LED forward voltage} \}$ divided by LED forward current Amps.

Forward voltage of typical 3 and 5mm dia. ultra bright LEDs.

RED \rightarrow 2.1v GREEN \rightarrow 3.3v. YELLOW \rightarrow 2.4v. WHITE \rightarrow 3.3v

Forward current \rightarrow 0.02Amps.

Diagram 1



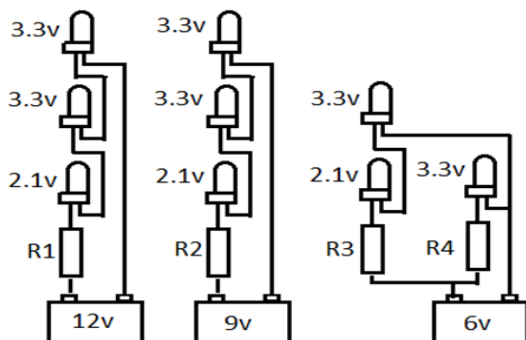
$$R = \frac{\text{battery volts} - \text{LED volts}}{\text{LED current (amps)}}$$

Let D1 = red LED = 2.1v
 D2 = green LED = 3.3v
 D3 = white LED = 3.3v

Then $R1 = \frac{4.8v - 2.1v}{0.02 \text{ amps}} = 135$ use 150 ohms
 $R2 = \frac{4.8v - 3.3v}{0.02 \text{ amps}} = 75$ ohms
 Likewise $R3 = 75$ ohms

These characteristics can be found in component catalogues. If you are working from a higher voltage source, say 12v, it is possible to connect a number of LEDs in series with the resistor and battery. Provided the total of the LED voltages does not exceed the battery voltage minus one.

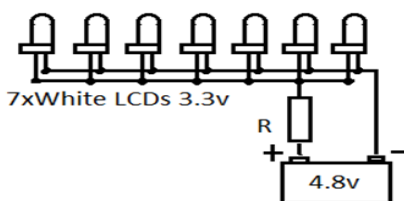
Diagram 2. LEDs connected in series



$$R1 = \frac{12v - (3.3+3.3+2.1)}{0.02} = 165$$
 use 180 ohm
 $R2 = \frac{9v - (3.3+3.3+2.1)}{0.02} = 15$ ohms
 $R3 = \frac{6v - (3.3+2.1)}{0.02} = 30$ ohms
 $R4 = \frac{6v - 3.3v}{0.02} = 135$ use 150 ohms

$R = (\text{battery volts} - \text{total LED forward voltages})$ divided by LED forward current amps. When using IDENTICAL LEDs, say in a flood light display it is possible to connect all the LEDs in parallel.

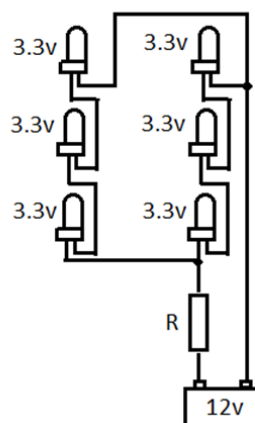
Diagram 3. Parallel connection of IDENTICAL LEDs



$$R = \frac{\text{Battery volts} - \text{LED volts}}{\text{No of LEDs} \times \text{LED current}}$$

$$R = \frac{4.8 - 3.3}{7 \times 0.02} = 10.7$$
 use 11 ohms
 Battery drain = $7 \times 0.02 = 0.14$ amps

Diagram 4 Series-parallel connected IDENTICAL LEDs



$$R = \frac{\text{Battery volts} - (\text{LED volts} \times \text{n.o. of LEDs in each series})}{\text{LED forward current} \times \text{n.o. of series chains in parallel}}$$

$$R = \frac{12v - (3.3 \times 3)}{0.02 \times 2} = 52.5$$
 use 56 ohms
 Battery drain = $0.02 \times 2 = 0.04$ amps

This article was first used by **Dave Cowlin** for a "workshop" given by him at one of our monthly meetings...(Ed)

Kearsney Kapers 2013

This was a very early start for members setting up a larger than usual compound for our open regatta. We had replies from several clubs saying they would support us so extra space was allocated, both the Gala gazebo's were erected and also three smaller ones, all the tables in our store were used as well, a most unusual occurrence. When our guests arrived, some set up more gazebo's, this was without doubt the biggest Kearsney Kapers that we have ever held., I did not get a chance to count the models on display but there must have been well over 80 boats on the tables. Clubs from Maidstone Cygnets, Herne bay Herons, Capstan model boat club from Chatham and Vikings from Ramsgate joined us for a great day's sailing.

The weather was also on our side because although the morning had a few showers most of the day was fine and warm; luckily this did not cause the weed to rise so no fouled propellers to deal with this time.

As the day was also a scheduled club yacht race fixture, the area to the east of the lake was kept clear so that the races could still continue, we had set out a straight running course and also the snooker game away from the yacht area. Len Ochilree had spent many hours building a new harbour feature using recycled materials from our store and this was laid out for all to use, and we also set up the small have a go boats to hopefully get some extra funds for the club.

During the day there were boats on the water free sailing all the time, it was good to see many other types of model on our water, our guests had brought along many different warships, merchant ships and other models and these combined with our own club models made a fine sight and entertained everyone including the public all the time. At midday we ran the boat snooker, ten entrants had a go at this game which is a popular event and one that is always well supported on our open days. The winner this time was Reg Archer with his HMS Bluebell, but only just because Reg and Kim had to compete again in a tie break. Kim Belcher was happy to take second place especially as he does not normally enter the competitions; he is usually too busy reporting events for Marine Modelling International. Kim will be sending a report in to MMI about this regatta, maybe the editor will put his article into a future issue, we will wait and see.(*actually he has, it should be in the December issue of MMI. Ed*)

We had publicised a Pipe lagging galleon race for this event and this took place next, about ten of these little vessels were launched but the wind was not favourable and after letting them go from both banks, the attempt was abandoned.

Another little bit of fun was a straight running game that we had tested out some weeks before, quite a number of sailors had a go and really enjoyed it, after a bit of practice, the boats were starting to score well and although we did not keep a true record, at least three boat scored maximum bulls eyes

The 'have a go boats' added some cash to the club funds and a raffle was also well supported.

My apologies for not including many pictures in this report but I was rather busy.

This was a very good event for us and we received very favourable comments from all the visiting clubs. They certainly enjoyed coming down to Dover and we hope to see them all again when we hold another open regatta.



Len's harbour, The jetties are plywood attached to blue foam buoyancy panels, two tower cranes and buildings are added for realism. Safely moored up is Chris West's Kipper Catcher and a visiting Japanese patrol boat from the Maidstone Cygnets club.

Herne Bay Herons Open Event, August 18th

The club attended this regatta with 40 boats of all types and put on a splendid display. The weather was breezy but fine and everyone had plenty of time on the water. The location at the Memorial Park in Herne Bay meant that a large amount of spectators wandered around the display asking questions and mixing with the operators, something that does not happen at Dover because we always have a protective compound set up. The Herons had set out a snooker course at one end of their lake and also ran some club 500 races which I believe was organised by the Ramsgate Vikings club who are affiliated to the Herne Bay club. This was a nice easy going regatta supported by, Ramsgate, Dover, Maidstone and Chatham clubs as well as the Tugs R Us group, ATeam Boatyard and the model barge AMBO club.



This model caught my eye at Herne Bay, an unusual model owned by a Maidstone Cygnets junior member Jonathan Atkins. It is a **Maycraft Mercury** cabin cruiser from the 1960's, actually 1961. These models were produced in a similar way to the Aerokits range with good quality plywood and simple solid construction. Most of these original models were powered by I/C engines but these days have been converted to electric power, this one has a small brushless motor fitted which makes it perform very well.

Walmer Green, Air Training Corps Fun day 24th August.

We were invited to attend this show at Walmer by the Air Training Corps. The head of this unit had put out an invitation for local clubs to attend and "show their flag". A lot of discussion had taken place between the Corps and the MBA about allowing us to have a pool on the green but in the end we agreed to have only a static show and this proved to be a good decision. Two gazebos protected our models from the rain, yes rain! It did dry up for a while so it was not all bad. Eight members attended and displayed models, many visitors asked questions and took away hand-outs and information packs so we may see them again in the future. This was a good PR exercise for the club and we have already been invited to attend again next year.

Ramsgate Vikings Model Ships rally 1st September.

Once again the MBAD club found itself at the annual model ships rally at Ramsgate, it has become one of our most visited events. It is now in its 27th year, and is organised by the Ramsgate Vikings club. Our club has supported this event for many years, I have reported on its history many times so I will not repeat it again but will just say that this is a nice show well supported by a lot of clubs.

Luckily we were back in the good weather again and all of the Dover members had a good day's sailing. The Ramsgate Vikings have a good club 500 following so it was not surprising that there were a couple of slots reserved for this activity, none of our members had brought along a club 500 so did not compete, however food for thought perhaps next year. The rest of the day is purely a free sailing show with a commentator informing the public about the models on a PA system. As well as the clubs, there was a trader in attendance, Tony Mudd from Models U Drive was selling plastic kits and modelling supplies. The RNLI had a table set up selling a range of products related to that wonderful charity.

To finish the day off, the Ramsgate Vikings presented every entrant with a commemorative fridge magnet, these double up as a nice plaques to display on your model stand. Once again a very nice show which was well attended.

Southern Model Show, Headcorn Airfield September 14/15.

This two day show held at the new venue Headcorn Airfield was voted as a success by the members who attended. The weather forecast for the weekend was horrible, rain and high winds for both days but they were wrong! The Saturday was overcast with a little intermittent drizzle but it was calm, this allowed the flyers to demonstrate their skills to good effect and those of us on the model boating side of the show were well catered for with a large 40 by 30 ft pool set up and organised by Phil Knell and his team from Maidstone Cygnets MBC.

Our club arrived early on Saturday and had the pick of the spots for setting up our display, Peter had managed to transport the large Gala tent and we positioned this close to the Pool, the tables were soon filled with models and then we were free to explore the area and visit other clubs and meet old friends.

The trade was a little thin on the ground for marine modellers but Mac's Mouldings and Models by Design were there, as was of course the many aircraft modeller traders who were selling everything to do with radio control equipment. I found our old friend Tony Mudd from Models U Drive selling general modelling supplies and the Component Shop selling batteries and electrical items. Add to this traders selling balsa wood and another offering metal materials and you will see that model boaters were not neglected.

A bring and buy area was allocated to those who wished to offload models and equipment, again not many model boats were being offered but at least one of our members took the opportunity of selling some boats and buying others.

Sunday dawned bright and sunny, as we arrived a hot air balloon was taking off into the air which made a fine sight and parachutists were getting ready to make their early morning jumps, the pool was dead flat just waiting for the first models to disturb the perfect surface, this of course soon happened. During the morning as the model flying started again, the winds increased and the beautiful morning deteriorated, this did not stop models from operating but it did make them difficult to control, the water became choppy and this made the smaller boats wallow about, the aircraft struggled in the wind and unfortunately caused some crashes, not funny when the jet models can cost many thousands of pounds.

We started packing away mid-afternoon as the rain finally arrived and soon had all our boats and equipment safely back in the cars.

This was the last show on our calendar and as we had all enjoyed it, it will certainly be on the list again to attend next year, we heard that it might be a bit earlier next time, let's hope it does not clash with the other events that we have also enjoyed recently.

Illuminated Event 18th October 2013-10-19

This event just gets better; the amount of members and non-members attending this time with boats on the water was 16, a superb turnout! This figure was at least doubled by all the spectators and friends who were watching, in the darkness, it is difficult to accurately assess the amount of people attending but it was a marvellous evening and well worth the extra effort that we made to run the event.

It was decided to try and spice up the event this time by using some cheap "Dayglo" sticks bought from a pound shop, we managed to light up the buoys and models with these sticks and as darkness fell they really looked effective. It was interesting to note that they work underwater as well and last for hours. The club lighthouse was also revamped with a rotating LED light that was very visible even though we placed it far out in the lake.

The winner this time was Chris West with the Kipper Catcher that had a wide selection of working lights combined with a Halloween theme, all the others of course deserve a trophy because there were certainly some innovative ideas to be seen, Ken Frisby for instance had rigged up candles that just about stayed alight during the high speed manoeuvres of his crash tender, I wondered if he might have needed the assistance of the fire fighting tugs that were also displaying.

Unfortunately, I have run out of space for this issue and cannot add all the pictures kindly sent to me, however, the one of Chris West pictured here receiving the trophy from Ted Goldring is included and sent to me by Anthony Shilson.

