

Kent Research Katherine

The MBA Dover Newsletter



Issue 25, Spring 2008

Hello and Welcome.

As winter draws to a close, we look forward to the new season with, we hope, plenty of good weather for sailing.

As usual at this time, I reflect on what has gone before during the last few months. We had the Prize giving and Christmas Party in early December, a report with pictures can be found overleaf.

Also in early December we received the news that Elite Models in Ashford had been broken into. According to the press £10,000 pounds worth was taken. This outlet is in the Bybrook Barn complex and is the venue for several of our scheduled Saturday sailing fixtures this year. Obviously, if anyone is offered a model kit at a vastly reduced price, it might be advisable to check that it is not one of the stolen models.

In January, Chris Wellard thought it would be a good idea to get a coach trip up and go 'en masse' to The Brighton Modelworld Show.

She organised the coach trip and on the 16th Feb, 25 of us travelled down to the show.

This show has in the past mainly catered for the model railway enthusiast but has lately included all forms of modelling

including a healthy model boat presence. This year there were a few more model boat traders attending as well, these included Hunter Systems with a range of electrical

goods, SHG, and Model Power who seem to go to most of the shows around the country. Some familiar faces were manning the boat club stands, and as always there are tips to be had from speaking to fellow modellers about their creations.

Most of you will be aware that we are modifying the portable pond that we use when we go to some outside events. Setting up this monster was a major task for those who helped to erect it, the method of assembly was not user friendly and when it was finally ready for filling, it held an obscene amount of water, this was all wasted at the end of the show., these days not PC! So it was decided to cut down the size a little and modify the way that it is put together. It now goes together easier with pins connecting the boards and braces keeping the boards and weight of water contained.

At this stage it is untested but we are sure



that it will be a success and can be used at events including the Dover Regatta. This should help to boost members attending this event as they will be able to run their models again instead of just statically displaying them.

Another major task this winter has been to totally rebuild the children's have a go boats. This has been a combined effort between Peter, Frank Roger and Ken, a lot of work has been done by these members and a vote of thanks must go out to them. These models generate a great deal of extra revenue for us therefore they are a valuable asset, keeping them going is very important to the club.

Have a happy season.

December 3rd 2007 Annual Prize giving and Christmas Party.

Once again the Cricketers Public house was the venue for our Annual Presentation of Awards and Christmas Party.

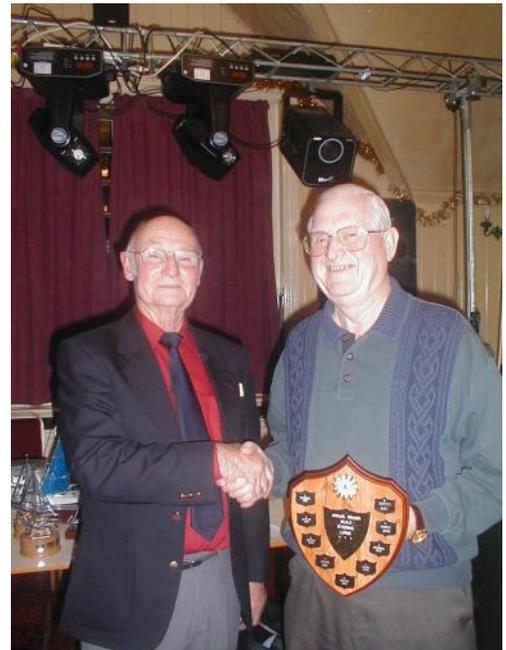
It all started at 7.30 with members and their guests arriving to enjoying the evening, the tables were soon filled and the bar was opened so that nobody needed to make the hazardous journey down the steep stairs and risk the possibility of spilling he precious liquid on the return journey.

We had two tables set up to display the wonderful raffle prizes that were kindly donated. I did not count the amount of them but the raffle took quite a time to complete, it was a splendid display. The proceedings commenced at 8 o clock with the Prize Giving, Our chairman Mr Maurice Job presented the cups and trophies to the winners and runners up. Derek Tippett scooped most of the trophies for the powerboats with Barrie Tripp taking top honours in the junior section in both the steering and towing competitions. This year will be the last that Barrie can compete in the juniors, his age now puts him in the senior section but I guess he will just move up a gear and show that group how to win awards.



Left.

Barrie Tripp
Receiving the Derek
Hatton Trophy.
Barrie also won the
Junior Towing
Trophy



Derek Tippett receiving the Large
Steering Trophy from our Chairman
Maurice Job. Derek also won the Small
Steering Trophy and the Senior Towing
Trophy



Above **Alan Hounsell** who scooped all the
winning yacht awards receives the "Icicle series
Trophy

Above right

Andrew Goldsack
receiving the runner up
for the Icicle Series.



Below
Reg Archer collecting the
second prize certificate in the
Small Steering section.



The Annual Competition Results

Junior Steering winner “The Derek Hatton Trophy”	Barrie Tripp
Senior Steering Winner Large boats.	Derek Tippett
Senior Steering Second Large Boats.	John Keeble
Senior Steering Winner Small Boats	Derek Tippett
Senior Steering Second Small boats	Reg Archer
Annual Towing Winner Senior	Derek Tippett
Annual Towing Second Senior	Len Ochiltree
Junior Towing Winner	Barrie Tripp
Junior Towing Second	Tom Bartle

Yacht Results

Regatta Yacht Races Winner	Alan Hounsell
Regatta Yacht Races Second	Andrew Goldsack
Icicle Race Series 2006 Winner	Alan Hounsell
Icicle Race Series 2006 Second	Andrew Goldsack
Frostbite Race Series 2007 Winner	Alan Hounsell
Frostbite Race Series 2007 Second	Colin Goldsmith

Following the presentations, we all enjoyed the splendid food that has become a tradition at our party; there were two very tasty curries and a selection of buffet foods for those who preferred it. Cathy King, thanks Cathy, kindly donated the sweet, some delicious chocolate gateaux.

To round off the proceedings, we had the raffle. This was organised and run by Chris Wellard, as previously mentioned this was a super raffle and was very well supported. With the raffle over, the party ended and members soon dispersed.

A very enjoyable evening.

On Monday 12th November, We got some coverage on Meridian Tonight television when some film was shown down at the Abbey with our members yachts sailing around.

Only a few seconds were shown but two seated members were identified as Colin and Len, ...film stars!

Ian Axton, the presenter, asked if the models were “large swans” or “small boats” during his summing up. *Say no more!*

For Sale

Martyn Bax is offering for sale a classic Graupner "Moonraker" luxury cabin cruiser model.

This model which has now been discontinued by Graupner, is a top of the range, water jet powered very fast and powerful boat. It is 1470mm long, and is 284mm in the beam.

She is powered with 3 x water jet units with reversing buckets, these are driven by 3 x 700 BB motors. A bow thruster unit is fitted and the main drive batteries are included.

A transmitter will be needed to get this model operational as one is not supplied.

Any serious offer would be considered, please contact Martyn for details on Sandwich
01304 614209

Alan Knott is selling a complete ready to run Fairwind Yacht. Radio and servos included. Just charge and you are ready to sail away. Ideal for anyone wanting to get started in our yacht races or to simply relax with down at the lake.

Alan is asking just **£100.00** for this model.

Colin Goldsmith has a One Metre yacht for sale. It is fully refitted and complete with No 1 rig, Bantock sails and fittings. It has a short fin with new lead ballast to enable it to run at Kearsney. No radio but servos are fitted.

Enjoy One Metre sailing for a third of the cost of a Fairwind. **£130.00** Phone 0786 2225518.

General Chat

Those of you with computers might like to log in to the 'Model Boats website'. I discovered this by chance recently and have found it interesting. You can join for free and if you are a subscriber to the magazine, get little bit of extra information about some current features.

There is a gallery where you can post pictures of your boat, these are viewed by other members who may comment and vote on them . A forum is provided to ask questions and read about all sorts of model boating related issues.

On searching, I found some very familiar names in there! Check it out.

Type in 'Model Boat Mayhem' and you will be directed to another site totally dedicated to model boats where others share comments and views about our hobby.

Another one that I have found is 'Ships Nostalgia', a similar set up to those above but this one is primarily for full sized ships, however there is a section of model ships and this is definitely worth going into.

The internet can be used as an invaluable tool especially when researching your latest model. There is so much information out there, and really there is no excuse for not getting those fine details correct on your boat.

Bob Davis has also told me of another interesting site all about the Lighter Men on the Thames, Bob worked on the Thames and he tells me there are some very interesting and informative pictures to be found on the site, punch in thameslightermen and have a look.

I have received some feedback from members who attend the Bybrook barn sailing days on Saturdays. On average there are about 6 members who regularly sail at "the Barn", as can be seen from the

picture, it is a very pleasant venue and more members attending would be welcomed. A number of customers watch the models perform and the model shop has had many favourable comments. As a result, some extra boat related stock should be on their shelves in future, lets hope so. The dates can be found in our diary dates.



Readers Models

The first new model to be featured this time is the Model Slipway “Aziz”.

Adrian Knight has been busy over the winter months constructing this model in record time. The model is very neatly laid out inside which helps if any faults need attention. A pair of MFA motors fitted with MFA 2..5: 1 reduction gearboxes proved the power which is scale like.

40Meg Futaba radio is used to operate twin M’Tronics speed controllers, and of course, the rudders. Also fitted but not yet operational are fire monitors mounted on top of the bridge. Adrian’s first model was the

Vliestroom, another Model Slipway model, It has been mentioned before but this company certainly produce some nice models that are very popular with model boaters all over the country, the Aziz above is a good example of what can be achieved with these models.



Next
are a



up
pair

of Springer tugs, both owned and Built by **Derrick and Barbara Rudge**, we have seen the one on the right before but how about the fireboat version complete with crew manning a fire monitor. It shows how versatile these little models can be, any colour scheme can be applied and just about any superstructure design can be used. A very piercing warning sound, probably the fire warning siren, was emitting from one example that could even be heard up in the car park.

Maurice Job’s latest model is a very neat Vosper Crash Tender, this example is from the George Turner range of model kits. Maurice is no stranger to this manufacturer having built several of his kits before. The range of models include MTB’s fishing boats and the popular little canal boats that several other members own. This model of the



famous Crash Tender is to a smallish scale of 1/24th, 1/2 inch to the foot in old money! Maurice has fitted a more sedate 385 motor to his boat, the recommended unit is a much more powerful one that gives the little model a performance that would put the club 500s to shame. On the water it performs much more realistically with enhanced running times. An M’Tronics miniature speed controller looks after the power and small HiTech servo’s are used for the rudder control. A pack of AA sized bat-

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teries are used for the “fuel”.

All of the above running gear keep weight down to a minimum, this is the formula for success with a small model.

We now have in the club, this model in three different scales, Peters 1/12th, my 1/32nd and now this 1/24th example. At some time we will get them all together and display them.

The next model featured is even smaller, it is a little fishing boat named **MoJo** built by **Cathy King**. It is a Graupner kit and is only 10 inches long. Again with such a small model it requires the lightest of R/C gear. Maurice has helped Cathy with the electrics and has used the same equipment in it as is in his Crash Tender. Despite its diminutive size, it runs very well but is best suited to calmer days.



(Pictures almost full sized!)



Right

Two shots of Peter Cook’s 1 inch to the foot version of the Vosper



this model can certainly move water!

This model is definitely a blast from the past, it is a Caldercraft Riverman and has been around for many years, it is one of George Porters



crash tender, when underway,



old models now run by his son **Gary**. George was one of the founder members of this club and used to be club chairman. The boat has been repainted and got back into working order again by Gary who has rejoined the club. Some of the older members have helped him to achieve this.

The Essence of a Good Sharp Bit

I have, over the years seen in practice a number of indiscretions when using the all too familiar twist drill. When it has broken or is blunted, the temptation to throw it away in frustration is tempting. This is, where I hope a quick perusal of these notes may save you dosh and make you happier.

An important part of the twist drill is the lands, these are the raised leading edge of the helix, and they traverse the helix, OK spiral, from the tip to the shank. They are like this, not to add extra cutting area, but to guide the body through, giving a true symmetrical hole. All decent twist drills therefore have lands which incidentally also cut down the significantly the friction coefficient, this helps with lubrication and allows the drill to run at a cooler temperature. It is important when drilling to frequently remove the drill from the work; this helps to stop the drill from snagging in the hole due to the build up of swarf and heat. With soft wood and small drills this is essential.

I'm not going into grinding wheels with the exception of saying that the manufactures instructions and health and safety rules must be adhered to. Always adjust the rest for the minimum clearance so as to stop objects jamming between the wheel and the rest; wheels tend to travel faster than you can react! And finally, never be afraid, grip firmly and touch gently should be a good maxim.

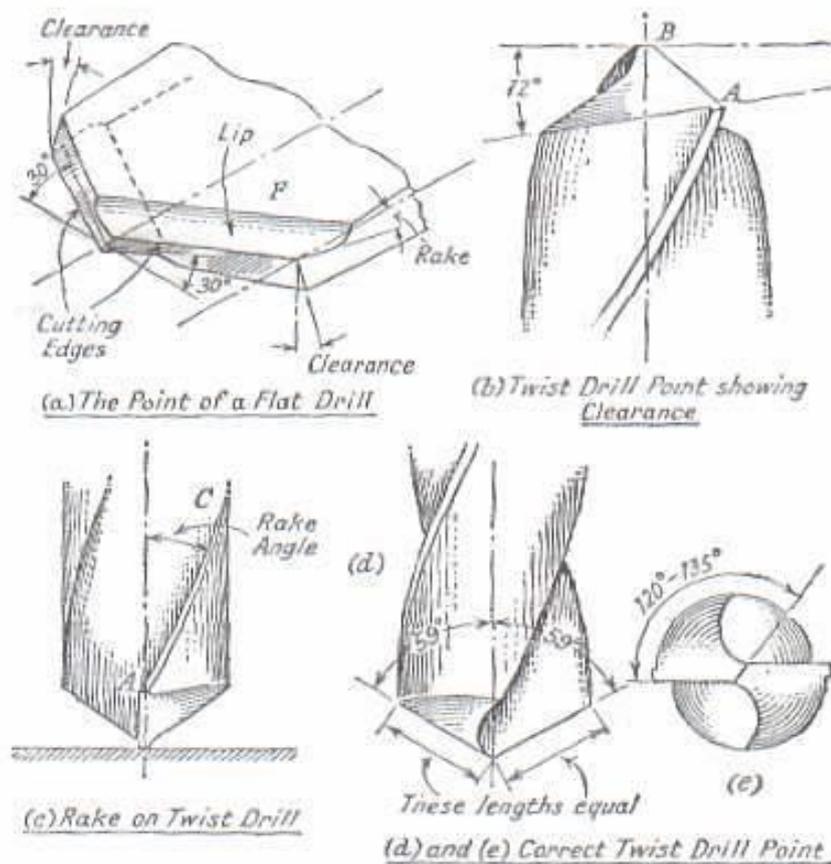
Now we can get on to making some sparks fly in your life.

You look through your toolbox and discover that amongst the fluff,

chewing gum that you meant to re-use, and Polo's, a drill bit that you bought years ago snapped or blunted. Depending on the state of the tip it may need taking back square with the helix to start with. A "warning Will Robinson," touch the wheel and dip into coolant frequently, because, if the tip starts to glow, so the hardness or temper will cause the bit to fail with ordinary carbon steel drills. It also makes you go Oh! Oh! and throw the bit away, recovering it hot will cause your wife to laugh when attaching the Band-aid to your digit (s) and offer you tea. It brings a sense of usefulness and purpose to their lives.

Now you say, how do I get the right angle on the bit? Well it's quite easy really; the top angle is 59 degrees. Place two nuts together on the bench against something square and you have an included angle of 60 degrees.

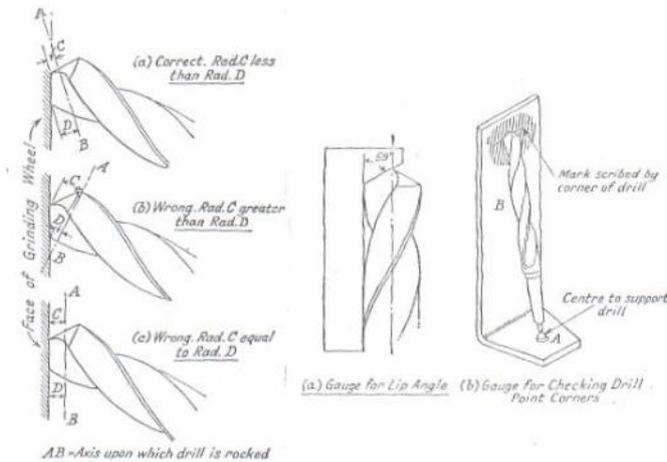
Using this as a template, mark off the angles onto a piece of material and you then have a jig gauge for the lip angle that is within 1 degree of the correct drilling angle.



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Another trick is to mark the grindstone rest with a chisel or hacksaw at thirty degrees and grind at this line to the periphery of the spinning stone.



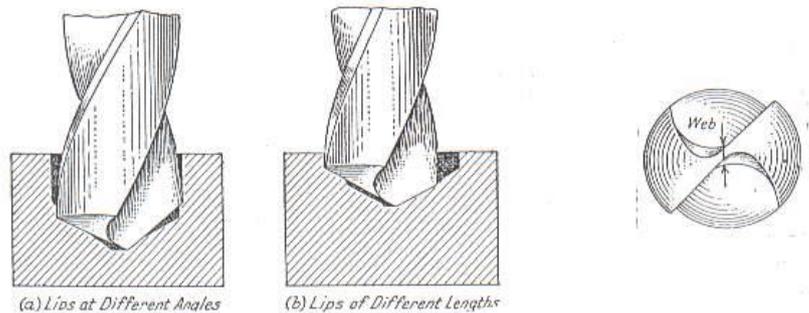
Now the tricky part, crook your first finger of your left hand and lay it on the rest, grip the drill shank between this finger and the thumb so that the drill is in the crease of the finger knuckle. With the right hand, hold the end of the drill in a position that is at right angles either to the side of the wheel or the periphery. Having ground the drill flat, start at the lip of the drill and gently stroke upwards until the centre of the web is obtained. If just sharpening, grind until the bright metal gets to the original web centre. Turn the drill around 180 degrees and repeat, holding the drill in the same position. It is essential that the web be central

to drill a round hole. With very small bits only touches are necessary. Experience will ultimately tell you how much touch is needed. Warning, never let the bit go below the horizontal because the bit could easily dig into the stone and do a 'sling shot around the workshop.'

Now with all this accomplished, you should have a drill bit that will give you a decent hole and will have saved you a few quid to blow in the tea tent at the regattas. There are however a few more wrinkles that could be of assistance.

There are rules to be followed if you wish to become a successful horizontal driller.

1 ... Always cut with a lubricant, kerosene or cold tea for steel, a last resort could be to spit into the palm of your hand and rub the drill in it. For cast iron and non-ferrous metals, keep the work dry and clear tip frequently.



2... If corners wear away quickly when drilling, reduce the cutting speed.

3... If the cutting edges just chip the metal instead of making two even spirals of swarf, reduce the pressure or grind with more clearance.

4... If the drill does not start, increase the clearance.

5... When drilling large holes, put through a pilot hole the size of the web. It helps with location and accuracy.

6... When drilling blind holes, clear the bit regularly.

7... When drilling sheet metal, back it up with another piece of metal or wood, it gives a cleaner hole.

8... When drilling through wood etc. drill halfway through the work then switch to the other side to breakthrough at the centre, this prevents ripping the softer material.

9... For countersinking, use a bit that is twice the size of the hole.

10.. Blueing of a high speed bit does no real harm but is fatal to a carbon steel drill.

I hope that this has helped you along the road to easy drilling, It should go a long way to easing the frustration when trying to produce accurate holes.

(Any questions as usual please direct them to Fred... or just buy a new drill. Ed)

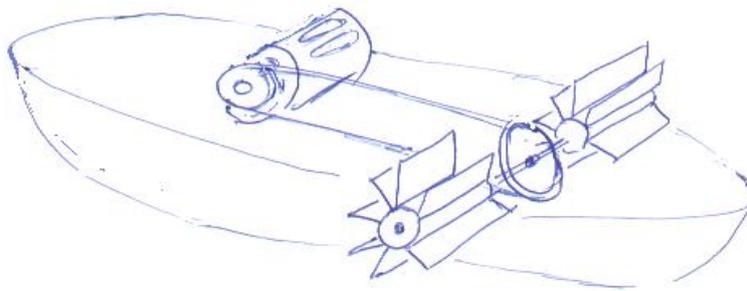
Hello from your Scale Secretary **Len Ochiltree,**

As you all know, every year, I try to organise a race across the lake using a simple model, past models have been the Trafalgar boats and last year the bottle boats.

This year I have decided that the model will be a simple paddle boat, and have come up with some simple guide lines which are as follows.

- 1.. Hull to be made from a food container or bottle. This could be anything, a polystyrene chip container tray, Chinese takeaway foil or plastic container, this type of thing.
- 2.. The power will be provided by a cheap electric motor up to a can size of 380.
- 3.. A maximum of 6 volts will be used.
- 4.. The paddle(s) will be 4 or more blades, any size.
- 6.. The drive will be by elastic bands.
- 7.. A fixed rudder will be permitted.
- 8.. Naturally, No R/C

Obviously, those engineers amongst you could really go to town with this one and build a complicated device, this would be against the spirit of this competition and will be discouraged, the judges will favour the simplest of designs. A (very) rough sketch is shown purely to give some ideas. Please feel free to amend my drawing to make it a sternwheeler if it would be easier.



As an extra
intend to
loon in the

lake as a target for these boats to pop with a pin fixed to their bows, the main competition though, will remain as the first across the lake as always.

I intend to run this event on one of the later free sailing regattas, probably the September one which will give everyone ample time to get something ready.

Thanks Len... ..

bit of fun, I
anchor a bal-
middle of the



Sunday Yacht races.

Not sure if I've captured everyone but this picture shows how busy it can get nearing a buoy during a race.

This was the scene in February 2008, A beautiful day with the sun shining and with the different colours on the hulls and sails, this makes an idyllic model boating picture. I was going to say relaxed but I know our yachtsmen take their racing seriously.
Ed.

Please note, Yacht Race Amendment

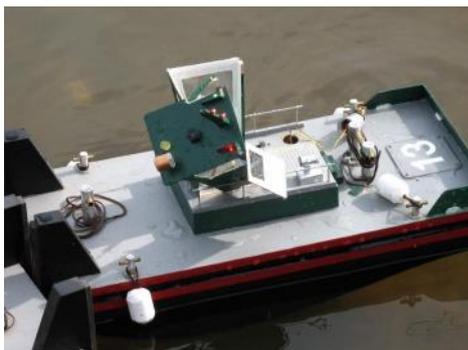
At the February club meeting that was attended by 25+ members, the yacht co-ordinator Colin announced that there was a mix up with their dates, the summer series yacht race was down for the 14th May, a Wednesday. Colin asked those present if it would be possible as a one off, to hold this race on the following Sunday the 18th May. The races will start early so as not to interfere with the scheduled free sailing regatta. A vote was taken and it was agreed to accommodate the yacht race on that day. Colin then offered to buy everyone a drink as a gesture of goodwill (... sorry I made that bit up) ...Ed.

On the front page I mentioned the Brighton Modelworld Show. What was not mentioned was that, after waiting by the coach for my 'oppo' to arrive, I anxiously wandered back to the car park to call him on my mobile, realising that his number was not in my phone .I made several calls to obtain it then called him, no answer. As I turned round to get on the coach, It promptly drove away! As I ran after it in blind panic, shouting and hoping the driver would look in his mirror, I was mentally deciding what to do. Suddenly the coach stopped several hundred yards away down by Bushy Ruff. When I eventually boarded it accompanied by shouts of 'Nut of the Month,' I spotted my wayward 'mate' calmly sitting in his seat. I must add though, that he did ask where I was which did caused the coach to stop for me.

Thanks Ken!

To finish off with, a picture sent in by Chris Wellard of Barbara Rudge's Springer tug after a swan strike. A case of unlucky 13 perhaps!

I also have to report that the Riverman Tug, featured on page 6 has been seriously damaged,



probably written off. Gary, the boats owner is searching desperately for a replacement model to allow him to compete this year.

If anyone has a reasonably priced model tug doing nothing in their garage, please consider Gary. Contact him through the secretary or any committee member ..thanks..

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

MBAD Club information

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