

Summer 2000

MODEL BOAT ASSOCIATION DOVER

NEWSLETTER

HELLO AGAIN

Welcome to the summer edition of our Newsletter. I've had a good response to our spring issue which has given me the encouragement to carry on and do it all again.

Apart from the monthly meetings at the Cricketers, we have had a couple of shows that some of the members attended.

On Saturday the 19th Feb., we went down to the Brighton Model Show, this was spread over three days and some of our members went on different days, the general feeling from them was that it was better than last year with more model boats on show. It used to be biased more towards Model Railway's.

Our first regatta was held on April 2nd it was a success and a report can be found later. On Easter Sunday, there was a special yacht race, which attracted quite a few yachts of different shapes and sizes, Keith Lawton's "Minimum" seemed to be on a flyer, and it's nicely built as well, in traditional *wood*!

The Childe Beale model boat weekend at Pangbourne, saw quite a lot of our members attending, this is a good show for boat modelling trade stands and model boaters in general, but it is a long way to travel. We could get up a mini bus, if there is enough interest in future. Let us know!

Our AGM held on May 3rd elected back into office, the previous members who were willing to stand again. Doug, who stood down as scale secretary initially, indicated that he

wished to stand again for this position at the June monthly meeting. Naturally, we welcomed him back on board and a vote was taken which unanimously confirmed his re-appointment.

Rain disrupted the illuminated event that we held on 10th May, with only three boats attending, Phil Ribton was judged to be the recipient of the first prize with his scaled up "Lulonga".

"Picnic in the Park", formally known as "The Teddy Bears Picnic". This event is one of our biggest events of the calendar, and once again, rain stopped play. On the day the heavens opened, and the park became waterlogged. The council decided to cancel the event and all the participants were sent home.

A few of us had a sail around the lake and if nothing else, Dave Ralphson, (who had travelled up all the way from Bournemouth) proved his new model of the Trent Class Lifeboat that he is building, operated OK.

The event has been re-scheduled for July 30th.

Several members have now sent me some articles to beef up the newsletters, (*only slight arm twisting required*). I think you will find them interesting, and I can always use more so, keep em coming!

CLUB CHILDREN'S TUGBOATS

The four little tugs, that the sub-committee have been building have now materialised. Anyone who has made up one of these kits

will have found them an interesting build to say the least; they are a little tricky to cut out from the vac forming because the material is very flimsy. However they look good in their bright colours and should keep running for hours. (We hope!)

Just a reminder that the frequencies that we will use will be-

Ch 50-- 40.665.

Ch 51-- 40.675.

Ch 52-- 40.685.

Ch 53-- 40.695.

These four frequencies will be allocated to the children's tugs when we use them at selected events.

The pegs will be removed from the board for the duration, so they will not be available for the members to use.

Sorry if that means you!

(Naturally, they're not mine), Ed.

FOR SALE/WANTED

In response to the first newsletter, we have a few models for sale, all reasonably priced; check out the 'For Sale' section.

Also, as we haven't had many takers for the 'wanted' section just yet, I will make a repeat request for old 'Model Boats' magazines, the updated list can be found in this issue.

Frank Jobson has a supply of lead ingots which he is happy to let members have free of charge.

These are ideal for ballasting your latest model. Frank can be reached on 01304 - 820300.

The time is pressing on, and it is getting near to the cut off time for contributions for this newsletter, so I will end this editorial here, any late news, (if any) will be tacked onto the back page.

Happy boating.

Alan Poole

REGATTA REPORTS

Our first regatta was held on 2 April, Mothers day! Maybe this was the reason that not many turned up, or was it the threat of bad weather that was forecast, however the day was wonderful with hazy warm sunshine and everybody enjoyed themselves.

The Yacht races took about an hour to complete because of light winds, and on the power side we had the usual tug towing followed by the two steering competitions. A fun event was thrown in (not literally) to test the accuracy of our new stopwatch; it performed faultlessly and provided a lot of enjoyment for the competitors and public alike.

We were all finished and packed up by 5pm. A good first regatta!

As mentioned in the editorial, the Picnic In The Park was cancelled. It has been put back until July 30th.

Club Regatta June 11th

The first of three events planned for June, and for a change blessed by fine weather, it was nice to see some new members attend and have a go! Jamie Donnelly actually went home with a trophy, and he used one of our new tugboats.

The HSS was demonstrated on the lake to the general public, all good for publicity. John Evans does not seem to be put off by his elevation to the senior classes, he is still winning, well done John.

The next event planned is the Crabble Corn Mill, followed by a new venue, Bybrook Barn at Ashford.

The model shop there has asked us if we can put on a show to celebrate their 25th anniversary. The club felt that this would be a good P.R. exercise, getting us known to a much wider audience. Also, Model World has been helpful in sending us members when an enquiry has been made about boat clubs. (They also give us some discount on production of your membership card).

The 9th of July will be our next regatta, held here at Kearsney.

Summer 2000

Please refer to the Club diary dates for all the latest events that we have planned, and see the article about the Dover Regatta later in the newsletter.



**I'M NEVER GOING TO
LET HIM BORROW MY
PHOTO ALBUM AGAIN!**

PHIL, Winner of the illuminated event
(10th May)

MEMBERSHIP INFORMATION

Membership Charges: *Adult - £8.00, Junior - £1.00 & Joining Fee £2.00*

Committee Members:

Chairperson: Jennifer Hounsell - Tel: 01303 242540 - Mobile 07968 643280

Secretary: Alan Hounsell - Tel: 01303 242540 - Mobile 07968 642758

Treasurer: Peggy Maunsell - Tel: 01304 853619

Scale Secretary: Doug Capon - Tel: 01304 823903

Sub Committee:

Roger Shields, Ken Greenland, Charles Male and Alan Poole (Newsletter Editor)

MODEL BOAT ASSOCIATION DOVER

134 New Dover Road, Capel-le-Ferne,

Folkestone, Kent CT18 7JZ

Tel: 01303 242540

E-Mail secretary@mba-dover.freemove.co.uk

www.mba-dover.freemove.co.uk

STOP PRESS

We now have our own Website, courtesy of our Secretary Alan Hounsell,
Visit us @ www.mba-dover.freemove.co.uk

FOR SALE & WANTED SECTION

FOR SALE

President Huntsman 31 – 46” fibre glass hull modified to ‘**Baywatch**’

With sirens and flashing lights / Electronize speed controller / rudder servo /

Fitted with three shafts / can be supplied with single geared motor **or** twin

Geared motors. (*NO RADIO*) No offers please.

Contact:-

Phillip Ribton : 01304 – 820215

£100.00

BAYWATCH AT SPEED



For Sale

Ritual

Regatta Cup
Yacht Racer.

1:20th Scale
1 Metre Class



Includes 27Mhz
Receiver, 2 Servo's
and battery box.
No Transmitter

£120.00

Derek Tippett

01304 821469

Phil Ribton Also has some batteries to sell, He has three large 12Volt, 18Amp/hr sealed lead acid type batteries, which he is asking **£15.00** each for. The list price at Maplin's is £49.00 each. *Quite a saving!*

Summer 2000

For Sale

Roger Shields has for sale a couple of boats, the first one is a Mississippi sternwheeler, this is a totally scratch built model and comes with a smoke generator, and servo's fitted. There is a comprehensive lighting system with over 50 lights (*Who's going to enter the illuminated event with this one?*).

It is 52ins long and 12ins in the beam.



Needs radio and batteries to complete.

£150.00

Roger can be contacted on Dover 01304 822542

Roger's second boat is also a Mississippi vessel, this time it's a model of a pusher tug, beware *this one is not yer average tug*, It is a flat bottomed river tug and has an interesting propulsion and steering system, speak to Roger for more details.

No radio is supplied.

£100.00

Wanted

Charles Male, is seeking any information on the armaments as fitted to "Hunt" Class Destroyers. In particular, the Quad pom pom anti aircraft mounting Mk VII. Does anyone have any books that might help Charles create his masterpiece?

Wanted

Wanted Model Boats Magazines

1964	June	1983	January
1965	Jan		
	June		June
1966	April		August
	May		October
	July	1984	June
1972	March		October
1974	Feb		December
1979	December	1985	
1980	May		March
	November	1986	
1981	May		May
	July		December
	August	1988	February
	October		October
	November	1991	January
1982	January	1992	March
	February		September
	March	1993	April
	August		
	September		
	December		

These are all I need to get a complete set going back to the Fifties, if anyone has any even older, I would be very interested

Alan Poole, 01304 852917



Summerbee
See article over page.

www.creativemodels.co.uk

In the last newsletter, I mentioned the above website and said that I would explain (for those who have not got a computer) what it's all about.

Graham Miller, who owns Creative Models, has been a keen modeller in our area for many years. He also started up a model boat club during the eighties operating from Kearsney Abbey!

Creative Models now specialize in model yachts and of these, the one metre class is his main seller. "A" Class and 10 Rater models are also produced from his workshop in East Langdon.

Working mainly in glass fibre, these boats are extremely light in weight, which, I'm told is what's required by the serious racing 'One Metre' boys. A superb coloured finish is moulded in the hulls, which can be supplied bare, or with inwales and deck moulding, plus keel box fitted.

Unfortunately, these boats, as supplied cannot be operated at Kearsney. This is because the keel is too deep. The 'One Metre' class require at least 400mm of water to clear the keel; we don't have that constant depth all over at Kearsney. The area of water also needs to be greater for them to benefit from the design.

(Keep building those Fairwind's folk's)

He does however have a hull and rig for a 1in=1ft Bristol pilot Cutter, this model can operate quite happily on our water because it draws only 6ins. The hull costs £35.00 and the rig including sails, masts and hardware £50.00. (Photo on previous page)

If anyone needs to contact or see Grahams boats, he can be reached on 01304 853322, please phone for an appointment before visiting.

Before anyone thinks that I've been converted and gone completely mad, how about this little ditty to set things straight, I can't claim it for my own but I found it amusing, It comes from an old regatta report in Model Boats...

"What do you do when members of a well established model boat club start to show an unhealthy interest in R/C yachts? Would a disapproving digit wagging at their jibs be sufficient to show them the error of their ways? Or will it take something more drastic to impress upon these clearly unbalanced mariners (well really, anyone who put's his trust in the nebulous propulsive power of air current's, rather than a proper unit of energy, must be a little suspect) that hanging bits of materials from poles in the hope of gaining momentum, was quite insane and would never catch on!

'It's interfering with nature came the cry' and 'If the good lord had meant us to travel by wind alone, he would have never invented the electric motor' said others"..... And so it goes on!

Summer 2000

The results of the Winter "Icicle" series races are listed below, Alan continues to take the lead with 'Moonwind', but that 'Lucky Star' is shining brightly, not far behind.

WINTER YACHT RACE RESULTS - ICICLE SERIES 2000

EVENT / SKIPPER YACHTS (Small)	BOAT	FINAL POINTS	FINAL POSITON
Alan Hounsell	Moonwind	3.75	1
David Hounsell	Lucky Star	7.50	2
Derrick Rudge	Dee Bee	18.00	3
Barbara Rudge	Passing Wind	19.00	4
Brian Langley	Obsession	20.00	5
Mike Cunningham	Fairwind	21.00	6
Tracey Hounsell	Niki Dee	21.00	7
Dave Cowlin	Argos	23.00	8

Contribution from Ted Bottle

Ted Bottle has re-written an article about yacht trimming that he had done before, but this time in a much simpler form. Even I can understand it this time.

BASIC TRIMMING OF A SLOOP

In any discussion on trimming a model sailing vessel, it can be safely assumed that what is meant is, trimming to obtain maximum speed when racing and since the favourable rig for racing is the sloop, I shall confine this article to that rig

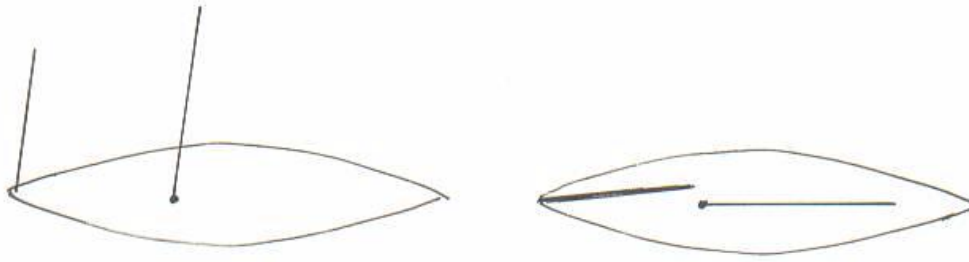
The distribution of weight can have a considerable effect upon the trim, and most kits and plans give a recommended weight of lead to be attached to the bottom of the keel. It is usually far too heavy, about three quarters of the recommended weight is normally adequate for the Abbey pond. There are many ways of adding weight if needed, but do not exceed the recommended weight. If any is needed it should be added as low as possible.

The fore and aft position of the lead is also important, it should be such that the bow of the vessel is slightly higher than the stern, but if the vessel has a fixed mast position with the mast located in a tube, then it should be positioned to give a vertical mast when the vessel is at rest.

Unlike weight trimming, which does not take, place very often, sail trimming is a never ending job, and a frustrating one. In order to cut down the aggravation as much as possible it is best to work from a basic setting. It is suggested that this setting should be that which is found when the sheets are eased to their fullest extent and at that setting both the jib boom and the main boom should always make the same angle with the centre line of the deck. At the other end of the travel when the sheets are close hauled to their fullest extent, different criteria apply.

Because the sails interact with one another, the airflow from the jib when sailing close hauled is directed towards the mainsail, and effects that sails efficiency to a marked degree. One setting can ruin, and another can enhance, the mainsail's performance.

Normally this means that the boom settings end up something like the diagram below: -



The best settings can only be found by trial and observation, and it usually involves moving the sheet attachment to the jib boom. However, if you are using a servo with a long arm as a winch, by drilling a series of holes close together down that arm, you can attach the main boom sheet to the end of the arm and the jib boom sheet to whichever hole gives the best setting, using the arm to fine tune the attachment to the boom should save taking the lid off too often.

There are a number of other points to watch for, the first of which is to ensure that you do not spoil the handling characteristics of the model. Being first to arrive at a buoy is not much use if you cannot get around it, the rigging should not be too tight, this especially applies to the kicking strap, the wind should be able to shape the sail. The leach (trailing edge) of the jib should be parallel to the mast. The booms should swing freely over their full travel.

Remember that cords stretch, bowsies slip, cords on cleats tighten, and expect to have to reset the trim after every spell of sailing, and you will not be disappointed.

Good Sailing!
Ted

Contribution by David Newton

“ M.V. Sir Charles Orr ”

By David Newton

The project I am working on at the moment is, “ M.V Sir Charles Orr ”, an inter-island passenger cargo ship. A friend of mine in Faversham lends me his copy of “Model Shipwright” on occasions. In one of these were drawings of this ship to 1/48th scale.

These I had blown up to 1/32nd scale which gave a model of 43 ½ ins. She has a well deck forward with cargo hatch and raised quarterdeck aft with the passenger accommodation.

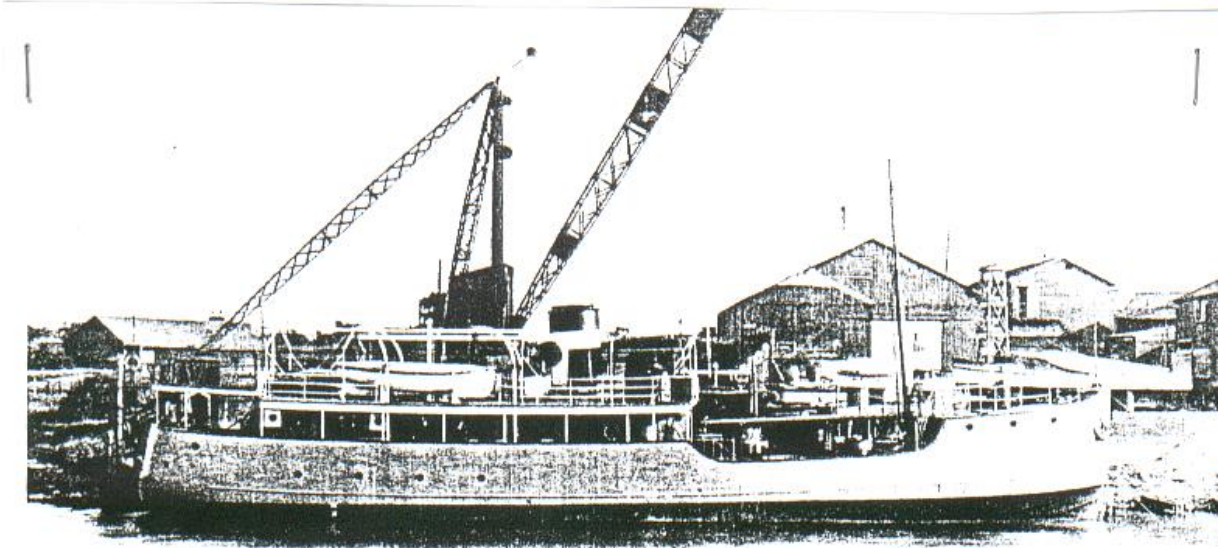
The vessel was built in 1930 for service between Nassau, Bahamas and Florida.

So far, I have completed the hull, with frames from a piece of 1/4in ply, planked with 1/16th ply. Ply in 1/4in strips at the turn of the bilge, and larger pieces for the flat areas on the bottom and the sides. The bow and stern were filled in with blocks of balsa wood from a bundle of odd pieces bought cheap somewhere. Car body filler is used to smooth off the outside and then inside and outside given a coat of resin.

She is powered with two MFA RE385 motors, which at the moment I am running on two 6 volt 4 Ah batteries in parallel. In the test tank (guess where?) this arrangement appears adequate, but if need be, the batteries can be wired in series to give 12 volts. Both motors are running off a Bob's board speed controller and 2 channel Acom's radio, which I purchased at the club for a very reasonable sum.

Summer 2000

I am working on the detail starting at the bow and working towards the stern. Anybody got a spare hand operated anchor windlass or cargo winch at this scale?



“ M.V Sir Charles Orr ”

The following is not really a contribution, but it's a short report about a model that we saw at the illuminated event on 10th May, Dave has since brought the boat along to the June meeting, where we managed to get him to talk about how he built it.

A very unusual model was spotted at the pond side recently; it was Dave Cowlin's model of a Thames Rowing Skiff. Dave tells me that he visited an actual boat on the Thames and made up his own drawings from that research.

The construction is also unusual because he has laminated three strips of veneer over a framework then removed the 'planks' and assembled the hull clinker fashion. (*"Clinker" being planks that slightly overlap, as opposed to "carvel" which are flush*)

The finished hull is then fitted out with ribs and inwales etc, the seats are mahogany and the deck boards are ordinary 'Deal' strip wood.

The rower is ingenious because it started out as an "Action Man" figure, which now has a body made from two servo's with aluminium tube and plastic jointed arms, all controlled by pushrods and cranks to make it move realistically

The oars fit into specially designed 'rowlocks', that allow the blade to bite into the water on the pulling stroke then feather across the water on the return stroke.

Take a look at it at the next regatta, nice one Dave!

THE H.S.S.

The MBA has been working for the last two years building a radio-controlled model of the Stena HSS Ferry, specifically to make a Channel Crossing between Calais and Dover. The aim is to gain the world record for the smallest boat to make this crossing, as a Millennium Project.

Stena Line provided access to plans and pictures of the full size ship to allow the model to be accurately reproduced. The MBA financed the building with various club members putting in many hours of work, free of charge, and providing some of the materials also free of charge to keep costs down.

The model has been displayed during its construction at various events that the club supports locally i.e. Teddy Bears Picnic and Dover Regatta. Trials have also been held at the clubs home water, Kearsney Abbey, to develop the correct steering and propulsion systems for the channel crossing.

Dover Harbour Board provided a donation of £50 towards the building costs.

The boats construction is now complete, and the model has been painted and sign written ready for the final testing phase, which is to carry out sea trials with a trip between Folkestone & Dover.

For the project to progress the club needed to raise £1,800 to cover the cost of a professional escort boat to safely carry out both the sea trials and crossing attempt. The club has been given a Millennium grant of £750, towards these costs by Dover District Council.

The club is now looking for support to raise the remaining £750 to allow the Channel Crossing attempt to be made.

Below, can be found a selection of HSS photos. I think you will agree, it's very impressive.



Doug, with his baby, (Did I say Baby!)

Summer 2000



Bow & Portside view



And one from the rear !! (Sorry, Stern!)

Assisted by
DOVER
DISTRICT COUNCIL

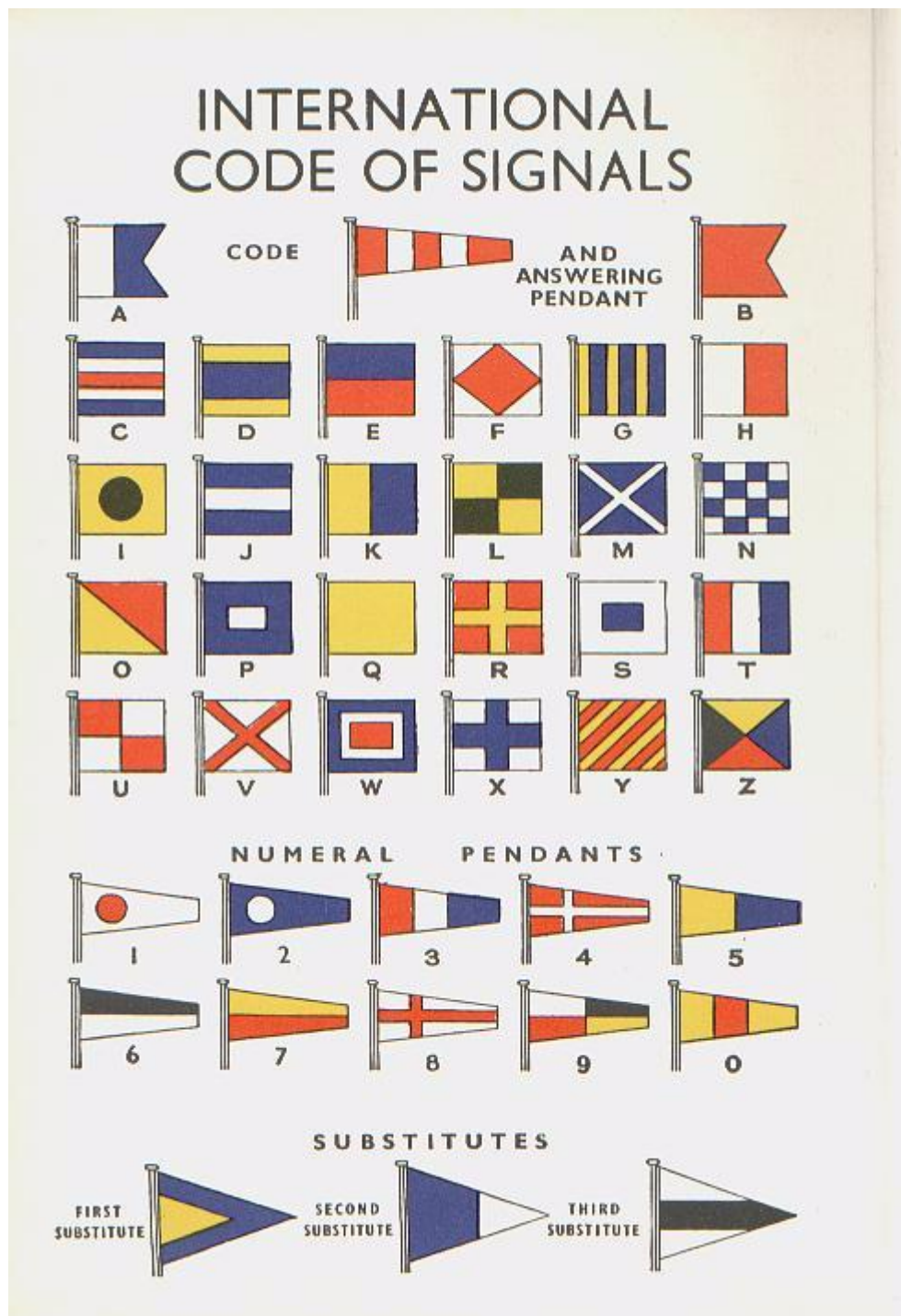


DOVER REGATTA

At the June meeting, Dave Cowlin, suggested that as the Dover Regatta is being held so near to the Queen Mothers 100th birthday, we could help celebrate by dressing our “little ships” overall.

The sub-committee have decided that as we are running only one illuminated event this year, that a trophy will be awarded to the best-dressed ship. Once again, this is a fun event, so the rules regarding signal flags will not be adhered to strictly. (Unless we can find an ex RN Signaller to oversee the proceedings – *note, I’ve not used the naval slang term for a naval signaller*)

To help with “Dressing Ship”, for the Dover Regatta, find reproduced below the International Code of Signals that may help someone!



Back Page

I do have a few extras to make up back page, but I will try and keep it brief.

New member, Alan Fulton, is interested in buying a built, or part built, modern 'ish' warship model, (*That's the kind of new member I like*) preferably at a larger scale than 1:96th. And has anyone got any 2Ch radio gear for sale, new junior member, Jamie Donnelly would be very interested in getting a set.

I hope that those of you that have received your encapsulated record sheets, are happy with them, I still have a load on the computer that need some extra info before I can complete them. If you are expecting yours but it has not arrived, please contact me and I can tell you what's required.

Graham Miller of "Creative Models" tells me that he is thinking of producing a yacht that can be used on our water without any problems. Obviously he would like to know if there will be any interest from us should he go ahead with it. Any feedback will be welcome.

Jennie wishes to remind everyone that the barbecue is approaching, and although it's still some weeks away, arrangements need sorting out. There is a form included in this newsletter that needs filling out giving numbers etc. Please get it back to Jennie as soon as possible.

Don't forget, next Regatta, **9th July**, Dover Regatta, 6th **August**, Summer Barbecue, **3rd Sept**, Regattas **17th Sept** and **15th October**.

So that just about wraps up the summer newsletter, I hope you find it interesting and informative. Don't hesitate to contact me if there is anything that you would like to see, or want included in the next one.

I will surface (*submarine talk*,) again in November with the third and last newsletter for 2000, till then.

Happy Boating,

Alan Poole