

# Kearney Kapers

We would like to remind new members that we do meet regularly on Sunday mornings down at the lake at Kearsney. There are normally quite a number of members who go down on Sundays for an informal sail or just to chat and find out what's going

Frank Jobson has put on his other hat as a wood joiner once again and is building boxes for the items of equipment that have previously been homeless like the gazebos; the dinghy is also now stored on its

Alan

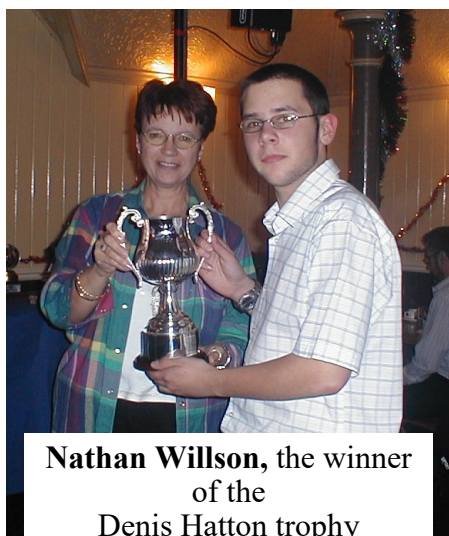


Dover MBA Trophy's

## The Annual Prize Giving

December 1st 2004

*Mrs Hatton unfortunately could not attend and present the cup that is now the new junior trophy donated in her husband's honour.*



**Nathan Willson**, the winner of the Denis Hatton trophy

**Jennie Hounsell**, our chairperson presents the trophies.



*Above, Receiving both the Icicle and the Frostbite Yacht trophies this year was **David Hounsell**.*



**Alan Hounsell** receiving the Large Steering Trophy



**Andrew Goldsack**, winner of the small yacht trophy



**Derek Tippett**, winner of the Small Steering and Towing Trophies



**Barrie Tripp**, proud winner of the junior towing Trophy.

## The Christmas Social

Our Christmas Social was held on the 1st of December at the Cricketers public house.

The turnout was very good and all the tables soon filled up with members and their guests having a drink and a chat together.

Jennie then formally welcomed everyone and afterwards we enjoyed the meal which consisted of two types of curry and a splendid cold buffet.

The prize giving was next on the agenda and the trophy winners were presented with the relevant cups and shields. Special mention must be made of the new Denis Hatton Trophy that was awarded for the first time to Nathan Willson the best junior steering winner.

Mrs Hatton was hoping to present the Cup but she now lives far away in the North of England and could not attend.

The evening rounded off with the raffle, there were so many prizes to be won that it took half an hour to complete. Poor Jennie nearly gave up after so many shouts of "Put it back", that she almost had to insist that winners took the prize, despite previous winner's generous good intentions.

A very enjoyable evening and nice to see some old faces that we have not seen for a while



Apart from the actual winners, two other worthy second placings were, on the left

**Tom Wilson**, who steered his way with the very manoeuvrable *Conserver*. And, **Carol Tripp** who came in just behind Derek Tippet in the small steering event with *Misty*.  
*Well Done!*



## For Sale and Wanted

**David Newton** has contacted me to say that he has number of volumes of Model Boats and Marine Modelling International for Sale.

Most of the complete years of the magazines are in their binders, the years are, 99, 2000, 2001, 2002 M.M. and 96, 97, 98, 99, 2000, 2001, 2003.M.B. He also has some loose copies. Each Volume is £5.00.

David is also selling his small tug 'Plaudit'. This is a Port of London river tug that was a free plan some while ago in Model Boats Magazine and is complete ready to run with radio for **£100.00**. Contact David on **01304 830985**

**Charles Male** has acquired a large supply of electronic components, almost anything that you might have to send to Maplins for, Charles can now supply. He has resistors, transistors switches, and a host of other things. Give Charles a ring if you need any of these components and save a trip to Maidstone (Maplins).

Tel . 01843- 580429

New member **George Cole** has a model Chinese Junk for sale. This unusual colourful model is offered complete with all radio and batteries ready to run for **£200,00**

The model has three sails but also twin electric motors running off 12volts. It is approx 36ins long and 8ins beam. Contact George on **01843- 292832**.

We have in the Club several boats and bits for sale, a SHG Marine tug boat that is now surplus to requirements. It was previously used as one of the children's 'have a go' models. Just a modest donation to Club funds would secure this little model. First come first served. A Motor Fishing Vessel Helen. This is the Artesina Latina Kit and is complete with fittings kit. Hull is completed but it does require some realigning of the bow and stern frames to make this into a nice model. Some extra drawings are also included from the Model Boats Plans Service, these are for the 'MFV Eileen' and are of a similar boat.

**£45.00** O.N.O..for this one .

A Futaba Transmitter FP2NR **£ 10.00**

All of these models are in the new storage shed and can be viewed there or contact any of the committee members.

We still have the Triang clockwork tug boat that is a collectors item in the Club. This was estimated to be worth approx **£50.00** by the Model Boats columnist Dave Wiggins.

Please contact the editor if you would like to own this piece of memorabilia. It can only appreciate in value.

.....  
Thanks to **Len Goldsack** for this picture, suitably captioned.



This contribution is from **Ken Frisby**

## **Floating Static Modelling**

Ken first read out this article at the November monthly meeting, he begins by saying that he is sorry that Alan Poole and Ken Greenland are not here as they are two of my keenest supporters. ( not too sure what that means but this is what he has written. - ed.)

Phil has made a nomination in good faith (Nut of the Month?) but the truth is that he was not aware of the real circumstances.

What may have looked like a plain lakeside operating error was in fact something quite different. What Phil and another member did not realise was that they were seeing the first public demonstration of the greatest advance for many years in the sphere of marine modelling.

Now STATIC Modelling has been with us for 300 years at least; in the 1700's French prisoners of war made models of naval vessels from meat bones, but now in 2004 a whole new dimension of ship modelling has been opened up by, may I say, modestly but proudly, myself with the invention of Floating Static Modelling.

This ground breaking, or perhaps water breaking new departure opens up a whole new field in a hobby enjoyed by so many.

One word of warning however, it is no use for a model to stop on the water after operating in the normal fashion. The Static Marine Model must remain completely without forward or backward motion or in the case of 'show off' persons, sideways, FROM THE MOMENT IT IS PLACED ON THE WATER.

Certain auxiliary functions such as lighting, sounds etcetera are permitted. Monitors should be avoided as they might cause a vessel to proceed or go astern by surface disturbance.

Watch the model magazines for articles about this startling development or log on to WWW. Stat twat.co.uk

In the meantime, I remain quietly confident that our lakes and ponds will before very long contain huge numbers of boats posing in their natural environment.

Ah'ha ! You say, What about sailing ships? Well the answer is simple, masts, yards, booms etc are permitted but NOT sails.

Further demonstrations of this new art, Nay, Science, might well be seen shortly at Kearsney Abbey.

Thank you.

Oh! Just one more small point, development has been expensive, donations will be gratefully received. K.F.



Ken's Static model fishing trawler (As seen from a low flying Airspeed Oxford !!)

## Members Models

We start this issue with several shots of Maurice Job's latest models.

In the last issue I mentioned the model of the 'Tarpon' Cabin cruiser, its history and how Maurice had built it over forty years ago. Well, it has now progressed to the water with new modern electric motor and radio control. She looks superb with performance to match.



*The Tarpon cabin cruiser now renamed 'Susie'.*

*Note the "bad hair day" of the lady skipper!*

The second model from Maurice is of the Billings 'Nordkap' trawler.

The model is fitted with MFA Torpedo 500 motor and Electronize speed controller. The radio control is a HiTec 2 channel system.



*Two views of the Nordkap Trawler taken at the lakeside in January*

Dave Cowlin is building a two man working canoe based on the Cockleshell Heroes boat used by the Royal Marines during the Second World War. The model has two action men modified to operate a pair of double ended paddles and naturally is a quite complicated mechanism. Not too many details at the moment but it is a very interesting project.



Although not part of our club, this very large model of the battleship USS Missouri appeared at the lake under the ownership of a gentleman who really had no interest in model boats but had recently bought it at auction hoping to sell it on.

We well might see it again if it is offered locally. It was scratch built plank on frame and with some extra work, could be a splendid model.

## **BIG and STRONG**

By Phil Ribton

Those of you who have seen me down at the Kearsney Abbey lake over the last 23 years or so will have noticed that, in general terms, I adopt three basic principals when building my boats. Build 'em big, build 'em strong and keep 'em simple. Having never really mastered the art of working in plastic I suppose I should admit to a fourth principle and that is to use wood wherever possible.

Size is usually dictated by such basic problems as (a) have I got the space in my workshop to build it ?, (b) where am I going to keep it when it's finished ?, (c) will it fit into the car ?, and, (d) general handling problems such as moving it between the building place, storage point, the car, car park to lakeside, and last but by no means least, can I lift it in and out of the water without any of these operations causing damage ?. In my case this all means that most of my models are in the 40 to 54 inch overall length class with a maximum beam of approximately 18 inches.

The strength comes from using good quality timber, proper resin adhesives and ensuring that all surfaces are properly varnished and, where necessary, painted. This means outside and inside, under the decks and all of those little nooks and crannies that could absorb moisture either from a damp atmosphere or becoming submerged!

Keeping them simple means refraining from adding too much easily damaged detail such as handrails, radio antenna, unnecessary rigging etc. Obviously, if you are building scale models which are meant mainly for display or are only exhibited / used a few times a year then different rules apply, so I prefer to build "semi scale" or "stand off" scale models, but each to his own. A point to keep in mind is that large uncluttered decks make excellent alighting places for Seagulls who seem to be quite happy to accept a free ride around the pond. You can't charge them a fare but they usually leave a deposit!.



I suppose that the two best known of my boats were the 48 inch Sea Queen, the one with the motorised crew that waived to the crowd and looked where they were going (unusual for a lady crew!!) and my 54 inch Kearsney Cruiser (actually "Vivacity" from the plans service). I parted company with both of these models last year, which I soon regretted, but although the Sea Queen is now some 22 years old and has been in regular use all its life, not stuck in an attic or shed, and the Kearsney Cruiser is about 4 or 5 years old, I am reliably informed that they are still going strong.

Anyway, having decided that I couldn't exist without a decent sized Cabin Cruiser to be able to switch on and chuck on the water for an hour or two nearly every day, I decided to build another Kearsney Cruiser, and I thought it might be interesting to others if I made a few simple notes and took a few photographs, showing how I incorporate the principles stated in paragraph one above.

*(Continued on page 8)*

These are not intended to be detailed building instructions as hard chine hulls are relatively simple to construct and there must be dozens of articles and books that can be referred to by the beginner. I am always willing to help.

When building relatively large and heavy models a substantial building board is essential and I used a piece of roofing grade plywood. A couple of battens were screwed to this to allow the keel to be a nice snug fit between them. End plates ensure the stem is vertical and support the rear of the keel at the point where the propeller shaft emerges.



I fabricated the propeller shaft assembly from thick walled brass tube of  $\frac{1}{2}$ " outside diameter and made flanged bushes for each end and a plain centre bush. The shaft was made from 5mm stainless steel rod and threaded at both ends M5 to take standard couplings and propellers.

The keel was traced from the plan onto a piece of  $\frac{1}{2}$ " semi-hard wood taken from an old packing case which had been serving as attic flooring. I also traced the position of the prop shaft, bulkheads and rudder. My bandsaw made short work of cutting out the keel as one piece. This was then cut into two by removing the area to be occupied by the propeller shaft. These two pieces were then clamped firmly over the plan on a flat surface and a 9mm ply doubler was glued and screwed to them in the positions between bulkheads 5 and 7. This assembly was then turned over, the ends supported with scrap 9mm ply and the second doubler fitted. This assembly was then mounted onto the building board as shown.



Details of the 7 bulkheads and the transom were traced from the plan onto cardboard (from Frosties boxes) which were then used as templates to mark out the 9mm ply. Centre sections were removed as necessary but the top centre sections of bulkheads 5 & 6 were left in place until after the outer skins and decking was fitted. These were then glued into position making sure that they were square to the keel and perpendicular to the base, with the exception of the transom, which leans slightly outwards at

the top. The front top re-enforcing piece was cut from  $\frac{1}{2}$ " ply and glued and screwed to the top of the stem and the front of bulkhead 1. A triangular support was also fitted to the rear of bulkhead 1 and the top edge of the keel.

Next came the stringers or top and bottom chines. The plan calls for  $\frac{3}{8}$ " by  $\frac{1}{2}$ " hard wood but I prefer to use three laminations of  $\frac{1}{8}$ " by  $\frac{1}{2}$ " which are both easier to fit and very much stronger. I also added a further two laminations to the inner edge of the bottom chines between bulkheads 1 & 4, as this is the area most likely to become damaged if the boat hits a rock or submerged railway sleeper when proceeding at speed!

At this stage the assembly is quite rigid and it is safe to remove it from the base in order to fit the keel doublers between the bulkheads to provide the inner mounting surface for the bottom skins. The doublers do of course need to be bevelled to follow the contours of the bulkheads.

The hull was skinned following the normal practice of fitting the bottom ones first. I used 3mm birch ply throughout which is very hard and immensely strong, using weather proof PVA glue. I always make cardboard templates first and adjust them before transferring them to the timber. Dampening the panels and clamping them in place to dry overnight will ensure a "stress free" fit. Always put the assembly back on its jig when waiting for panels or glue to dry. I used laminated ply "blocks" to complete the lower bow area in front of bulkhead 1. It is my practice before fitting the decking to treat all inner surfaces with two or three coats of



thinned varnish and, if required, paint or re-varnish any inaccessible areas. When deciding on the layout of access hatches and the fitment of coamings it is good practice ensure good access to rudder servos and main motor mounting.



After the side deck inner supports have been fitted between bulkheads 4 & 7 and the front and rear hatch supports fitted, the decking can be completed and the top centre sections of bulkheads 5 & 6 sawn out.

If portholes are to be incorporated it will be easier to do this before the front deck is fitted. I flanged mine and made them a tight push fit so that they can easily be removed to facilitate hull repainting at a later date. Rubbing strips and spray rails are screwed on for the same reason.



It is not my intention to go into detail of the superstructure construction but other tricks I have used to make any future renovation easier are:-

(1) All windows are made from Perspex or Plexyglass and are held against their inner flanges by their outer frames, which are varnished and painted and then mounted using double sided sticky tape. Easily removed.

(2) The sliding door channels are fabricated from brass channel section obtainable from most model/hobby shops. Small brass lugs are soldered to them, which are drilled so that they can be mounted using 10 BA nuts and bolts through the wheelhouse walls.

(3) Deck bollards are turned from round aluminium stock and screwed to the deck.

(4) Deck cleats are manufactured from 3/16" aluminium flat bar and screwed to the deck.

Other hints:-

(5) Fenders are made from practice golf balls.

(6) Life belts are made from wooden curtain rings painted and embellished with the usual ropes.



Power for my boat is provided by a 12 Volt motor from a car heater blower via a home made electronic speed controller. A 12 volt 7 ah. re-chargeable gel cell battery provides the juice and there is plenty of room to fit two!! Power consumption is between 4 & 5 amps. Lighting is provided for Navigation lights, wheelhouse, front cabin and rear cabin, all switched independently via manual switches with indicator lights on the dash board or remotely via the radio transmitter. Engine sound is a Robbe diesel sound generator through a Maplin amplifier.

I hope you have enjoyed my slightly cryptic ramblings, but even if you have not, at least they might have made a useful filling for our Editor's "Kearsney Kapers".

Time to revamp this page I feel! Alan..



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1

1 Our local model shop, carries a good range of materials, paints etc. Some kits in stock but can obtain most others within a few days. Discount available on selected items,



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2

with compliments . . .

2 General model shop but carries a good range of model boat kits and accessories. Stockist for Evergreen plastic strips as well as odd sizes of Plasticard sheets and other materials.



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**CLOSED DOWN**

3 One of the two model shops in Canterbury, Meers carry some popular boat kits and materials, also a very good range of Humbrol



**Elite Models**

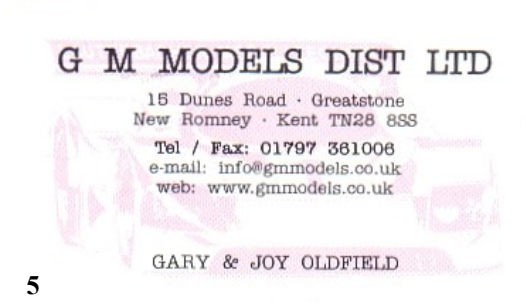
Lower Bridge Street Canterbury Kent CT1 2LG  
Tel: 01227 761117 Fax: 01227 763550

**Rod Shoveller**  
Director

4

www.elitemodelsuk.com

4 The newest of the model shops in Canterbury, this shop has a wide range of kits for the model boater, including some hard to find materials.



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GARY & JOY OLDFIELD

5

5 This shop tucked away on the Romney marsh now specialises in large scale I/C Cars, I have been informed that not to much boat stuff is now carried. Mail order prices apply, no discount given.



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Fax: (01795) 522020  
E-Mail: alan@westonuk.co.uk  
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6

With Compliments

6 This outlet is famous in the Fast Electric field, they also stock a large range of batteries and chargers. Good range of materials and kits etc. Discount of 10% on production of club membership card.



**MODELworld**  
everything in miniature

**CLOSED DOWN**

7 Located within the Garden Centre at Ashford, this is a general model shop for all disciplines. A good selection of popular model boat kits are available. Good range of Humbrol paints, timber and



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8

The only dedicated model boat model shop in our area, situated within the Historic Dockyard at Chatham. Stockists of many well known kits from the major manufacturers and also all the usual bits and pieces needed for their operation. Some second hand models are also sold from this outlet.

## Late News

Some of you will be aware that Mike Doane of Hand Made Flags is a personal friend of mine and that he has supplied many of the flags that are on my models. I was sad to learn that he might have to give up his business due to an eye problem. This will mean that our only source of scale model flags will now be BECC. We all hope that Mike's problem can be sorted out promptly and that he makes a full recovery.

The island down at the lake that has been overgrown for ages has finally been tidied up, we can now see across it to the water on the far side. I guess that there will now be models sailed all around this feature and it will probably form part of some steering course in the future.- How about placing the black snooker seven pointer behind it!!

However, since reporting the above, straw bales and bird shelters have now appeared on the island obviously to encourage more wildlife onto the lower lake !!

In the middle of February, the Dover Town Council finally got around to contacting us about the Dover Regatta 2005. We have had no contact with them since August when we reluctantly withdrew from the event. Naturally, at this time of the year our regatta card is full but we did put the offer to the membership and discussed it at the April meeting where we decided not to attend this year.



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### **MBA Dover - Annual General Meeting Wednesday 4 May 2005 @ 7.30pm Cricketers Public House, River**

## **New Members;**

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

The overall club membership currently stands at 134 members (112 Adults, 21 Juniors & 1

Mr George Cole

Mr Ford Elliott

Mr Paul Elliott

Mr Nicholas Blyth

Master Alexander Andrews

Honorary).



Alan Hounsell, Secretary - MBA Dover



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**Committee Members;**  
Ken Greenland, Roger Shields & Peter Cook

**Scale Secretary;** Frank Jobson - ☎

**Web Site - [www.mba-dover.org.uk](http://www.mba-dover.org.uk)**