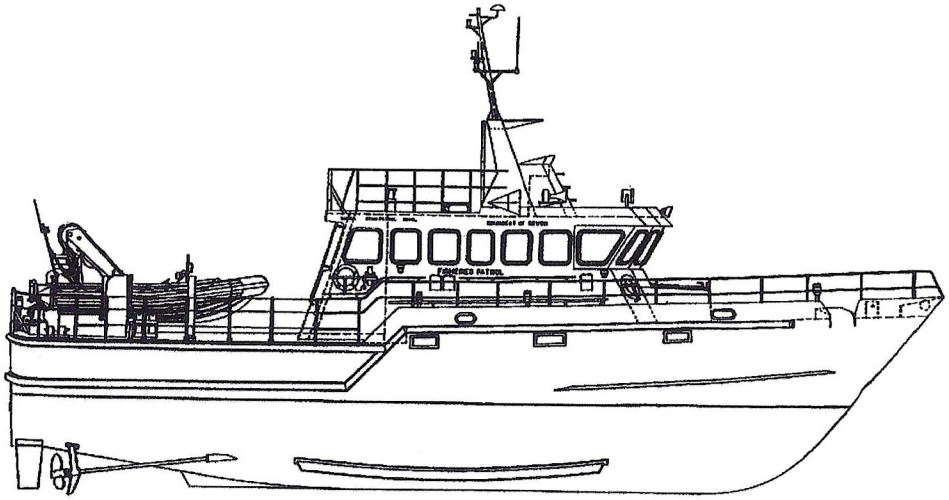
MODEL BOAT ASSOCIATION DOVER COMMITTEE MEMBERS

Chairman: George Porter
20 Noahs Ark Road, Dover, Kent CT17 0BX
☎ 01304 202619
Secretary: Alan Hounsell
134 New Dover Road, Capel-le-Ferne, Folkestone, Kent CT18 7JZ
☎ 01303 242540
Treasurer: Sharon Buttress
20 Noahs Ark Road, Dover, Kent CT17 0BX
☎ 01304 202619
Appointment Secretary: Jennifer Hounsell
134 New Dover Road, Capel-le-Ferne, Folkestone, Kent CT18 7JZ
☎ 01303 242540
Scale Secretary: Ricky Hamilton
45 Tadworth Road, Kennington, Ashford, Kent TN24 9JU
☎ 01233 661769
Membership Secretary: Jacquie Hamilton
45 Tadworth Road, Kennington, Ashford, Kent TN24 9JU
☎ 01233 661769

Model Boat Association Dover

NewsLetter



May 1995

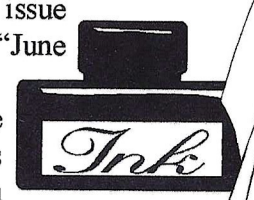
Editorial

Hello,

Here we are again, time to produce the third quarterly Newsletter and I am pleased to have received, and included in this Newsletter, an article entitled "Notes On The Radio Control Of Small Sailing Vessels" from Ted Bottle and a letter from Ian Shorter giving some useful advice to Fairwind Yacht owners.

It would be nice to see some input from one or two power boat owners, for the next issue to balance the Newsletter contents between all types of models sailed in the club.

You will also find enclosed with this newsletter a copy of the latest issue Diary Dates "June Update". These replace any previous issues you may have. Many changes and additions have been made including a new series "Fun Races" for yachts and a change to the format of Regattas giving more Steering and Towing competitions. Note that all changes or additions are marked "*". If you require any further copies they will be available at the monthly club meetings and Regattas.



If you have been down to the pond recently you will no doubt have admired the new notice board built by Alfred Taylor for us. On behalf of all the members I would like to thank Alf for doing such a good job. We will now be able to post information on the board that will remain legible and dry.

This quarter the cover picture, "Drumbeat Of Devon", has again been supplied by The Model Slipway, 77 Arundell Drive, Lundwood, Barnsley, S. Yorks S71 5LE, together with information on all there kits. If any member would like copies of this information please let me know.

The closing date for items to be included in the August edition is 19th July 1995.

Alan Hounsell
Secretary M.B.A. Dover

CLUB MEMBERS DISCOUNT

CANTERBURY MODELS
4 BUTCHERY LANE, CANTERBURY
KENT CT1 2JR
☎ 01227 453896
10% On Purchases Over £5
(Exclusions - Special Offers, Items already discounted and Sale Items)

WESTBOURNE MODEL CENTRE
41, SEAMOOR ROAD, WESTBOURNE,
BOURNEMOUTH, DORSET BH4 9AE
☎ / FAX 01202 763480
10% On items not already discounted
(Contact to confirm items status)

MODEL AERODROME
UNIT 223, WATER LANE
CHEQUERS CENTRE
MAIDSTONE, KENT ME15 6AR
☎ 01622 691184
10% On Purchases Over £10
(Exclusions - Items already discounted and Sale items)

MODEL WORLD
BYBROOK BARN
CANTERBURY ROAD
ASHFORD, KENT TN24 9JZ
☎ 01233 640684
5% On All Products
(Other personal deals may be negotiated)

WESTON MODEL CENTRE
84 LONDON ROAD
TEYNHAM, KENT
☎ 01795 522020
10% On Purchases Over £10
(Cash or Cheques preferable to Credit Cards)

TURNERS MODEL SHOP
14 LONDON ROAD, DOVER,
KENT CT17 0ST
☎ 01304 203711
10% On Purchases Over £10
(Boat Accesories Only)

HOBBY SHOP
9 THE STRAND, WALMER, DEAL. KENT CT14 7DY
☎ 01304 361911
Minimum 10% off Recommended Price
All items sold in shop are discounted. No credit cards please, cash preferable. Can pay in instalments for more expensive items (25% deposit required)

MARITIME MODELS GREENWICH
7 NELSON ROAD, GREENWICH, LONDON SE10
☎ 081 8585661 FAX 081 8531508
It is not possible to quote a standard discount rate for club members. However for personal callers, if they announce themselves as club members before completing their purchases and are prepared to pay by cash or cheque, we will be happy to offer a discount.
Goods ordered by post will be offered free from any postal charges (includes use of credit cards)

MEMBERS ADVERTISMENTS

FOR SALE;

H.M.S. Bounty

Artesania Lantina 1:48 scale static kit. Boxed as new.

£100

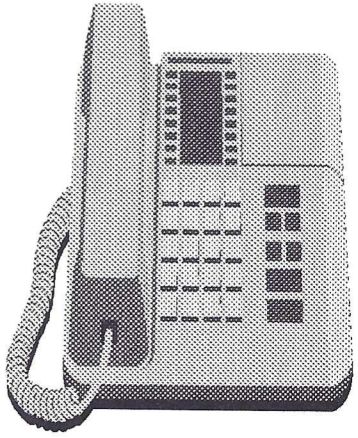
Telephone 01303 242540.

MAGGIE M

Shelter deck trawler kit by Model Slipway, boxed as supplied.

£125

Telephone 01303 242540.

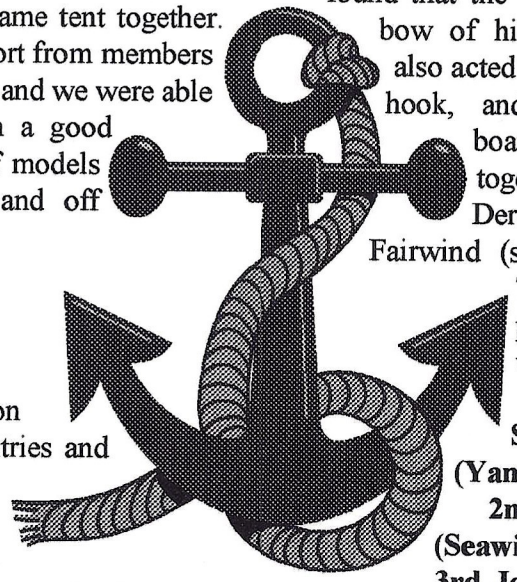


Any member wishing to place a *FREE* advertisement to buy or sell anything in the club Newsletter should drop me a line with the details and it will be included in the next issue (see rear cover for Secretaries address).

Regatta News

Since the last Newsletter, the 1995 season has started and we have already held five club events. Four of the five events were held in May making it a very busy month for the club.

The first Regatta was held on Sunday 9th April, and consisted of a Scale Steering competition and a Yacht Race. The weather was good (no rain) if not a bit chilly when we arrived at 07:30 hrs to set up. The most difficult part was remembering how to put the frame tent together. The support from members was good and we were able to put on a good display of models both on and off the water.



The Scale Steering competition had 17 entries and second placed was tied for by three entrants, so a run off had to be held. The final positions being;

1st Alan Hounsell
2nd Doug Capon
3rd Alan Poole
Best Lady Jacquie Hamilton

The Yacht Race was held in light winds and had 8 entries. Dick Sadler's Yamaha lead the field throughout the race, with the remainder of the positions not being finalized until the last leg of the race. Ian Shorter, giving his boat its maiden race, found that the anchor on the bow of his Fairwind II also acted as a grappling hook, and locked his boat firmly together with Derek Rudge's Fairwind (see page 17). The final positions were;

1st Dick Sadler (Yamaha)
2nd Vic Jones (Seawind)
3rd John Ashbee (36R)

Whilst the Yacht race was

taking place a second "Fun" Steering competition was held.

Roger Sheilds



The next event held by the club was the Teddy Bears Reunion on Monday 8th May (VE Day). This event consisted of a Novelty Competition, Sailing Race and the usual Free Sailing and Static Display. We were also joined by members of the Heron and Ramsgate Viking Model Boat Clubs. Though the weather started overcast it improved as the day progressed bringing in large crowds of spectators. 102 boats were on Static Display with room for more!

A special display of Warships was held on the water, directly after the two minutes silence.

The Novelty Competition was a Blind Fold Steering Course that had to be completed by pairs of contestants. One of the pair facing away from the water controlled the boat, while the other person watched and gave verbal directions. The final event was won by; Douglas Capon &

A Sailing Race was also held round the usual course, over 10 laps and was won by Dick Sadler.

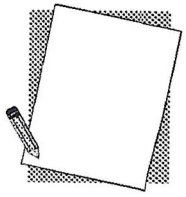
An Illuminated Event was held on the evening of Wednesday 17th May. The adverse weather conditions on the day meant that only a few hardy members with water proof boats turned up. The event was judge jointly by the pervious winners Ken Greenland & Roger Shields. Douglas Capon with his Smitt tug taking the trophy for best Illuminated Boat.

Sunday 21st May saw the second club Regatta with Single and Double Tug Tow competitions planned, together with a Yacht Race in the afternoon. The Single Tow event had 5 entrants and Double Tow did not have any. The low number of entrants did not make it any easier for those that did compete in the event and an elimination run was required to separate the first two places. The

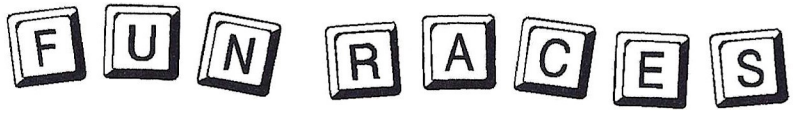
know this seems a long way ahead, but as this display is organised by another club I have to give them advanced notice of numbers of members who wish to attend, so that they can arrange entrance tickets for us. If you are interested in this show please complete the form that you will find with your news letter, and return it to me as soon as possible.

To give the club a idea how much support we will have for the various events described above, I have prepared a list on which you can indicate whether or not you are interested. I know you all hate form filling, but this one is quiet painless. On completion could you return it to any committee member, I would be very grateful, *grovel, grovel, grovel.*

Happy sailing, bye for now



Jennifer Hounsell

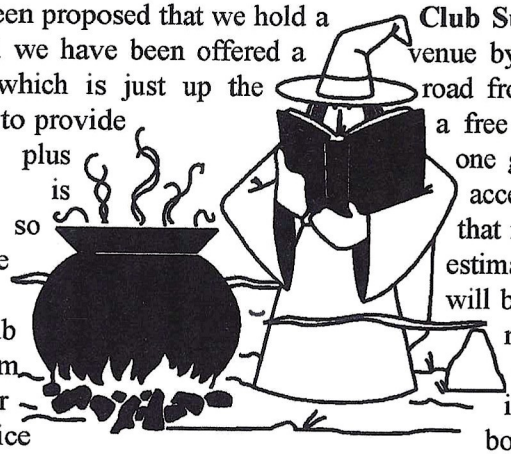


The first "Fun Race" for yachts was held on Sunday 28th May, at 14:00hrs and drew a field of 5 boats. As soon as the race started the wind that had been blowing all morning dropped away leaving us all struggling to get round. Ricky Hamilton's Fairwind, with new home made sails, performed extremely well in the light winds, keeping the pressure on Vic Jones Yamaha for the lead. Luckily about half way through the wind picked up and I was able to catch up with my Fairwind and join in the fun. Ricky and I then managed to lock our two Fairwinds together, coming to rest on the far bank. A quick run round the pond soon sorted out this problem and we were again chasing Vic for the lead. The final result was not certain until the last leg of the race with Vice Jones taking first place closely followed by myself and then Ricky Hamilton.

Alan Hounsell

supporting them please let me know, why not take the family and have a nice day out.

We have been contacted by the **Weymouth National Maritime Modelling Festival** (our fame is spreading have you been squirting people from Weymouth George?) asking if anyone would like to exhibit at their shows. This is a very varied show held in many venues in Weymouth over two days, **Saturday 15th and Sunday 16th July 1995.** This exhibition is a fair distance from us, but if anyone is on holiday in that area at this time, it would probably be worth while visiting. Should you wish for more information to exhibit or visit please contact me.



It has been proposed that we hold a **Club Summer Barbecue Party** and we have been offered a venue by one of our club members, which is just up the road from the pond. We would like to provide a free barbecue for the members plus one guest each. If this proposal is accepted, tickets will be issued so that numbers and grub can be estimated. This proposal will be discussed at the next club meeting (June 7th) and a firm date agreed then. For further information watch the notice board or attend the club meeting.

The club has been contacted by **The Hythe and New Romney Lions** who have asked if we would be willing to put on a display using our portable pond, for their Fun Day and Boot Fair, to be held on **Hythe Green on Sunday 27th August**. It is nice to see that we are becoming known in the area, and that people are now contacting us. This request will be discussed at the next club meeting (June 7th), and if it is agreed I hope there will be a good turn out of members to support this local event. Once again contact me, come to the meeting, or watch the notice board for updates on this event.

The last event I would like to inform you about is the second invitation this year by the Capstan Club. The event is the **Steam Festival held at the Strood Civic Centre** to be held on **Saturday 9th September 1995.** I

results of the Single Tow event

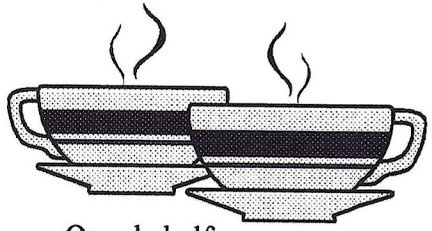
1st Tony Horwood
2nd Bob Burnett

As the Towing was completed by lunch time a "Fun" Steering competition was held around the same course during the afternoon which was won by Tony Horwood.

As 14:00hrs approached members appeared with their Yachts and the race was held with a field of 7 boats around the usual course, over 10 laps. This race was carried out in light wind conditions, taking approximately 90 minutes to complete. It was led impressively, from the start by John Ashbee with his 36R. I think a number of members will be thinking of building 36R's after this event. Final positions being;

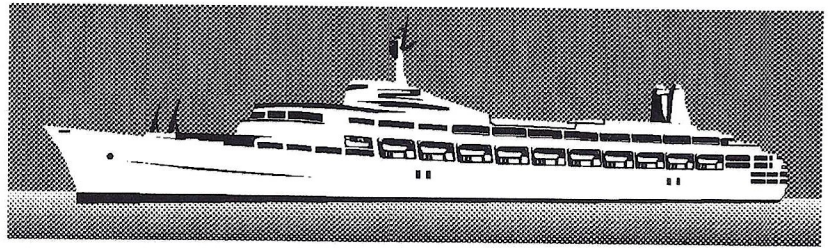
1st John Ashbee (36R)
2nd Dick Sadler (Yamaha)
3rd Vic Jones (Seawind)

As the Scale Steering events appear to be more popular than the Towing, and both types of event when held singularly are finishing by lunch time. All future Regattas will consist of; a Scale Steering competition starting at 10:00hrs and a Towing competition starting at 14:00hrs. The Yacht Race will remain unchanged and continue to start at 14:00hrs. All three series of events will now have a discard of each contestants worst result when the series final positions are calculated.



On behalf of the club, I would like to take this opportunity to thank Jean, for running the Tea Tent and keeping us all supplied with drinks and other goodies on Regatta days.

Alan Hounsell



NOTES ON THE CONTROL OF SMALL SAILING VESSELS

By Ted Bottle

During the recent winter I started to get together my notes and recollections regarding my experiments with radio controlled sailing boats and, in case there may be something in them of value to others bitten by the same bug, here they are.

The first thing that sprang to mind was how important it was to define exactly what was meant by the term 'control'. This may sound rather strange to someone who sails one of the deservedly popular sloops with one servo connected to the rudder and the other to the booms, but if a 'genoa' sail is to be fitted to that sloop or one of the more complex rigs catches your fancy, then it becomes very important and, for some scale models, quite a lot of thought is needed before a start is made on building.

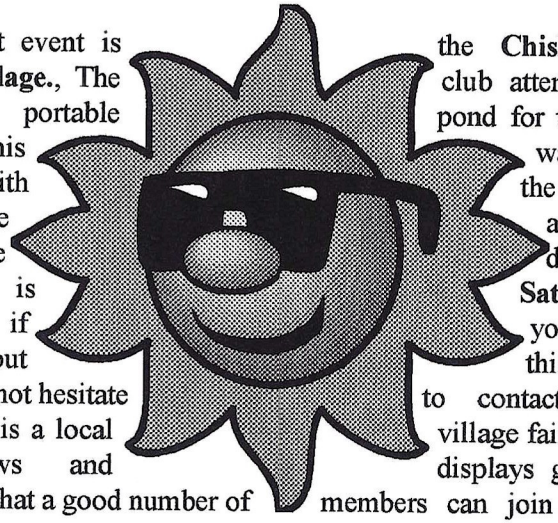
To start with, consider the steering apparatus. If the boat is designed as a small boat it will probably have a balanced rudder but if it is a scale model of a specific type of full sized vessel, then anything from a steering oar to a large unbalanced rudder used with lee boards might be appropriate. As to the sails they are the motive power of the boat and, if we are to get the best out of them, they will have to be set precisely in relation to the wind, which will mean that the spars and cords which support and control the sails must be under precise control.

The spars normally used for control purposes are booms, yards, gaffs, sprits and wishbones; these being either directly or indirectly controlled by some other component which exerts a form of secondary control. The cords are known by various names: masts being supported by stays and shrouds, booms controlled by sheets, yards by braces, whilst gaffs, sprits and wishbones are controlled (when they are directly controlled) by vangs. Lateen yards are a subject on their own and will have to wait until later. The



Hello fellow M.B.A. members.

The first outside events have begun in earnest, and many of our members have attended and enjoyed the exhibitions mentioned in the previous issue of the club news. I would like to take this opportunity to thank the Capstan club for a very enjoyable day at the Sellindge Steam Fair, this was well attend by our members, who had an excellent day of fun and sailing, and I'm sure the Capstan club members will always remember our chairman George who once again covered himself in glory and everyone else in water ! So now for the next batch of events available for your enjoyment.



The first event is the **Chislet Fair at Chislet Village.**, The club attended the fair with our portable pond for the first time last year, this was our first outing with the pond and it proved to be a great success. The date for this years event is **Saturday 24th June 1995,** if you need more details about this event or location do not hesitate to contact me. The Chislet fair is a local village fair with lots of side shows and displays going on all day. I hope that a good number of members can join us for this event, so that we can put on a full and varied display, and as long as the weather is in our favour I can guarantee you will have a very enjoyable day.

Aycliff Primary School have asked us if we will put on a display for their fund raising day using their indoor swimming pool. This pool is twice the size of our portable pond and would provide a good indoor venue to enjoy some sailing and at the same time help one of our local schools with their fund raising efforts. The fund raising day will be held on **Saturday 15th July 1995** and if anyone would be interested in

Towards the end (for everyone else except for myself and the other chap who I entangled with), I lost rudder control. Entirely my fault as the servo horn screw popped out and the servo horn fell off!! (No please, not nut of the month. I am only learning!!).

Anyone else thinking of a Fairwind II, don't forget, anchors away, as mine are now.

Once again, thanks for a great first day.

IAN SHORTER

PS: Sorry to the other chap in the collision.

Following on from my letter in the last Newsletter suggesting that we run some additional yacht races to help people to improve there sailing skills, a formal proposal was put forward and discussed at the May meeting.

The outcome of this being an agreement to put on a series of "Fun Races", to be held approximately every fortnight on Sundays, alternating between 11:00 hrs & 14:00 hrs until the end of November. The dates are listed in the "June Update" of the 1995 Diary Dates enclosed with this Newsletter.

These informal races are designed to bring together yacht enthusiasts to improve there sailing skills. There are no entry fees or conditions, so why not come along and join us!

Alan Hounsell

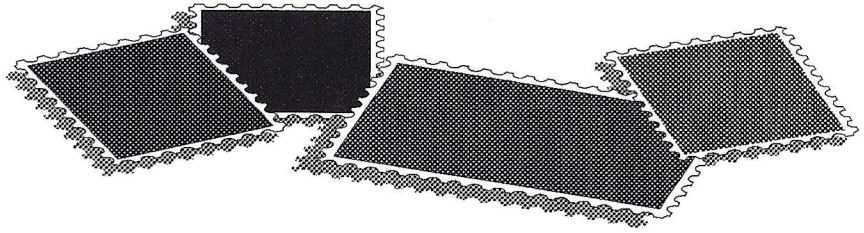
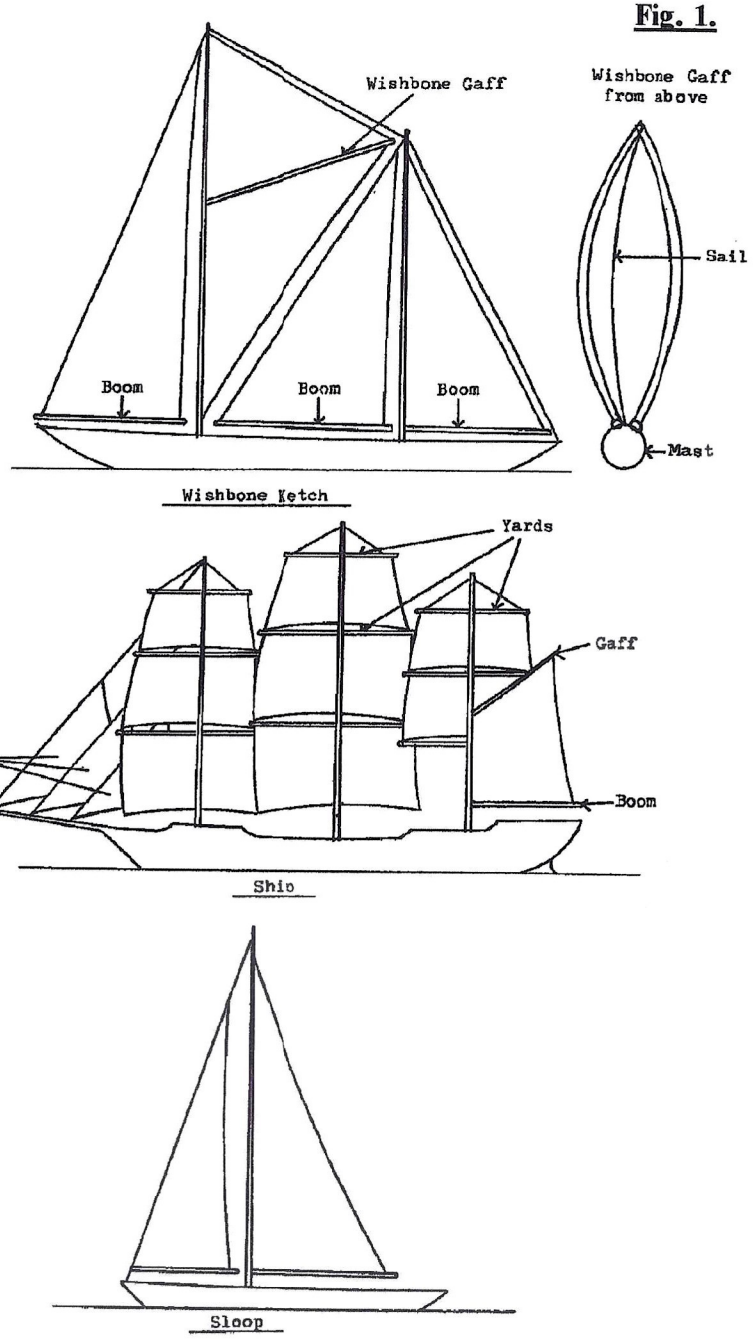


Fig. 1.



spars are illustrated in Figure 1.

When being controlled, each of these spars will have an operating range and these ranges must be synchronised with each other and with the ranges of any other components which do not have spars to control them, such as staysails.

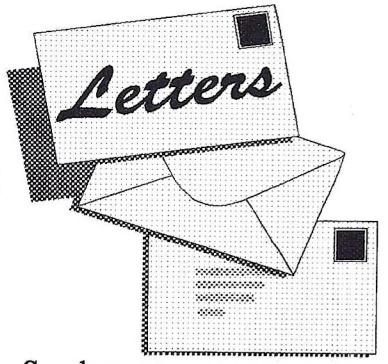
For our purposes an operating range is defined as what happens during the full cycle of the permitted movement of a controlled component. For instance, a boom on a sloop goes from close-hauled to free-running, or vice versa, and this is its operating range. Some components will have more than one operating range, dependant upon the total operation of the rig of which they form a part, but no component will have more than one operating range in any one rig. All operating ranges can be interrupted, stopped or reversed at any point in the cycle either by the servo responding to a command from the transmitter or by the operation of a limit switch responding to a winch overrun. In either case, the limits of the operating range must be carefully prescribed. All of this control should be carried out using two servos; one for the steering and one for the sails. Having set the scene, as it were, we can now get down to cases.

The first case is the one that seems to have caused most problems which is that of the overlapping sails, such as those found on the forestays of the big clippers or the 'genoa' on a sloop. A diagram of the control system which can be used on the forestay sails is given in Figure 2.

A control cord runs from a winch to a pulley at the forward end of the bowsprit and the clew of the triangular foresail is attached to this cord in two places, A1 and A2, B1 and B2. For the two forward sails on the diagram, the two sheets attaching the clew to the cord must, of course, be of the same length. When the control cord is operated these sheets first allow the sails to take up the free running position and then change back to the opposite setting and that, I think, is all that there is to it.

If there is a boom whose control has to be synchronised with that of the headsails, then the control cord is taken to a pulley at the stern of the vessel and another sheet is attached to it (see Figure 3) and this will control the setting of the boom as shown in the

If any members would like to put forward any suggestions or pass on any useful information please send your letters to the Secretary for inclusion in the next Newsletter.



ANCHORS AWAY

After my first visit to the club on Sunday 9th April 1995, the first of this year's regattas, I must say how friendly everyone was. It was as if I knew you all. Although the first (or almost the first) thing that was said (I had been warned) was, and I quote, 'Oh no, not another b****y yacht. Yes, and a good day to you as well George. Thanks for the welcome.'

I was told by Jacquie and Rick that my Fairwind II would be the only one there and, true enough, it was, but I find it only fair to others to warn them if anyone is contemplating getting one.

I had been on the lake on and off since 10am. Then it was time for the sailing section. Yes, it was 2pm. I was looking forward to it, not having sailed before this day.

I got off to a good start, or so I thought. Great. I do like this!! It should be fun. Then it was me towards the back. Anyway, the first problem came when my anchor got caught on this poor chaps elasticated hand ropes. We were stuck on the top right hand corner. B****y yacht. George, I think it was, (dear old chap) came to our rescue with his tug. We untangled and went back to work. By this time we had lost two laps, but I, at least, was only there for the experience (and it certainly was that).

for sale at the pond. David Ralphson (Hobby Shop, Deal) offered to donate pennants.

- Club Enamel badges now in stock @ £2.50 each.
- Eight new members joined since last meeting. Total now 201.
- "Nut Of The Month" was awarded to Richard Handley.
- Proposal to introduce a £2.00 joining fee, starting next year, to encourage members to renew their membership on time, was proposed by Ken Greenland and accepted.

May 1995:

- Proposal to hold an additional series of yacht races was discussed and accepted. "Fun Races" for all types of yacht, aimed at bring together yacht enthusiasts at the same time, to improve sailing skills, will start on 28th May.
- Ken Greenland handed out entry forms for his latest quiz. Members to sell @ 50p each for club funds. First prize £25.
- Club Notice board at pond in poor condition. Alf Taylor volunteered to make replacement. Club to purchase materials.
- Current financial status £1226.67.
- Fifteen new members joined since last meeting. Total now 132 (this figure is low because a number of renewals are still outstanding.
- "Nut Of The Month" was awarded to Ricky Hamilton.
- A "members Demonstration" was given by Roger Sheilds, who brought along his Smitt Tug.
- Further Club Night events held after the general meeting to start again in November 1995.

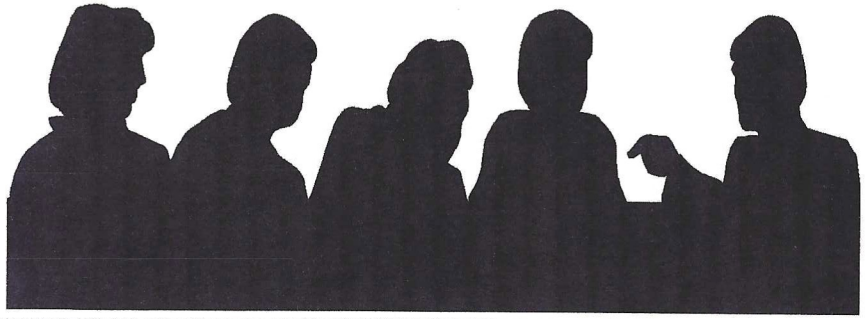


Fig. 2.

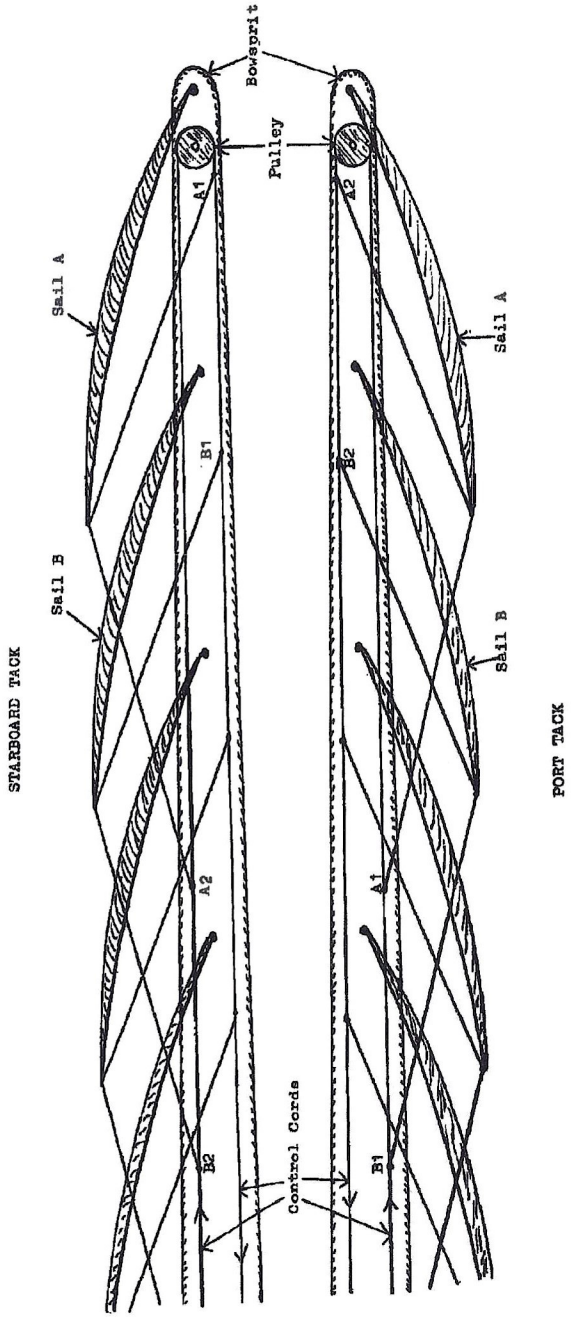


diagram.

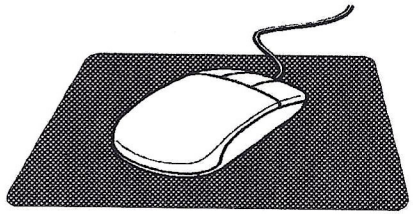
The system is tailor-made for a sloop with a 'genoa' but I can only show the principle and some care must be taken to get the dimensions correct when making up an arrangement for a specific vessel. One point that must be kept in mind is that overlapping sails must not be too close when close hauled. If they are too close then some rather strange aerodynamic phenomena occur which result in a very marked reduction in the efficiency of the sails. The best setting usually has to be found by trial and error, with the accent on the error as usual. Also, with regard to the 'genoa', it has to be remembered that all stays and shrouds must be attached to the top of the mast and no spreaders can be used if they get in the way of the very large triangular sail.

To digress from the subject of control for a moment, the tip whereby a number of screw eyes are fixed near the base of the mast to provide parking anchors for shrouds and stays when the rigging and sails have to be separated from the hull for transport purposes, is fine for experimental vessels like mine but when the model is a fine scale model it does not improve it. I suggest that a fife rail be fitted near the base of the mast instead. Most of the old sailing ships had them in one form or another. A little research should find the right sort for the model concerned and then the vessel will have its parking anchors and still look good. Sorry about that but if I do not put it down while I think of it I will probably forget it.

Getting back to control systems, I have set out in Figure 4 the complete control system for a 'genoa' rig in principle. You will note that the travel of the control cord needed for the 'genoa' is far greater than the travel required for the control of the boom and so the system gives the boom half the travel of the 'genoa' sheets. If anyone wishes to use a system of this nature I suggest that a mock-up is made on a board first. This will give a better idea of the operation than written explanations or diagrams.

Good sailing!!

© 1995 - Ted Bottle



Club Night News

For those members not able to attend the monthly Club Night, I have put together a résumé of what has been happening from the meeting minutes:

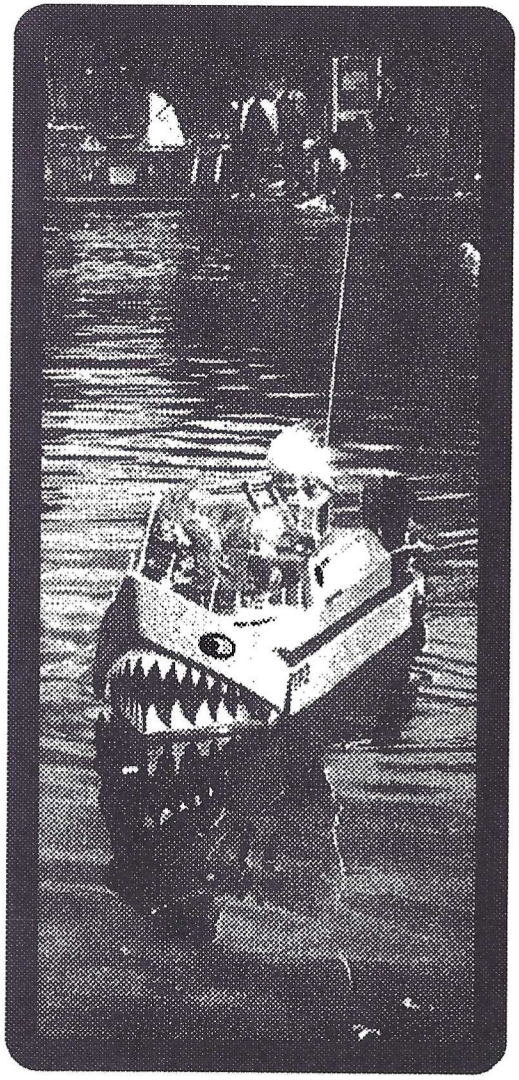
March 1995:

- Decision taken to purchase 10 good quality, folding tables from GOPAK, Hythe (approximate cost £698.94). Tables currently used at Regattas have to be borrowed.
- Club decided not to exhibit at Maritime Museum Display in June as they required ***all*** boats to be there for ***all*** three days.
- Current financial status £711.40.
- Nine new members joined since last meeting. Total now 193. First six membership renewals received.
- February Newsletter sent out to all members with updated Dairy Dates, Membership Renewal Forms and Bocking Forms for attending Sandown Park & Sellindge Steam Special.
- "Nut Of The Month" was awarded to Jennie Hounsell.
- Talk and slide show on "Kearsney Abbey and River" by Joe Harman of the Dover History Society, was given after the meeting.

April 1995 (AGM.):

- The Club accounts for the year 1994/95 were presented. A profit of £525.71 was made over the year, with a closing balance of £858.87.
- Derek Tippet stood down as club treasure. A vote of thanks was given to Derek by all present for his hard work during his term of office.
- Sharon Buttress was elected as the new Club Treasurer, all other committee members being returned to office, unopposed.
- To ensure all members obey the rule that frequency pennants be flown on transmitters, a stock of pennants is to be obtained

PICTURE GALLERY





This quarters picture is the "Troll Patrol" built by Chris West, photographed here at the Teddy Bears Reunion. This is one of the few novelty craft in the club and is very popular with the public at Regattas, even though they tend to be "exposed" to a number of wet surprises!

Fig. 3.

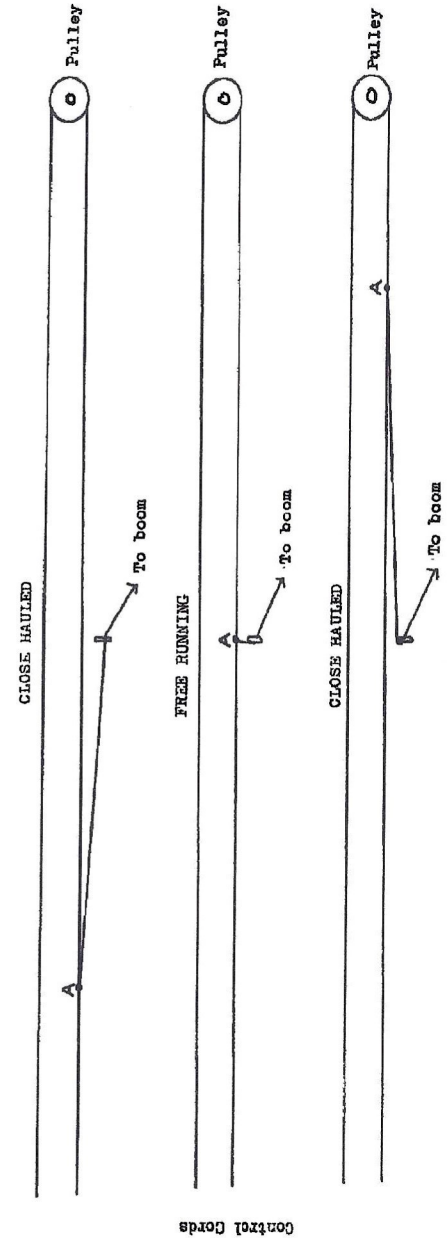
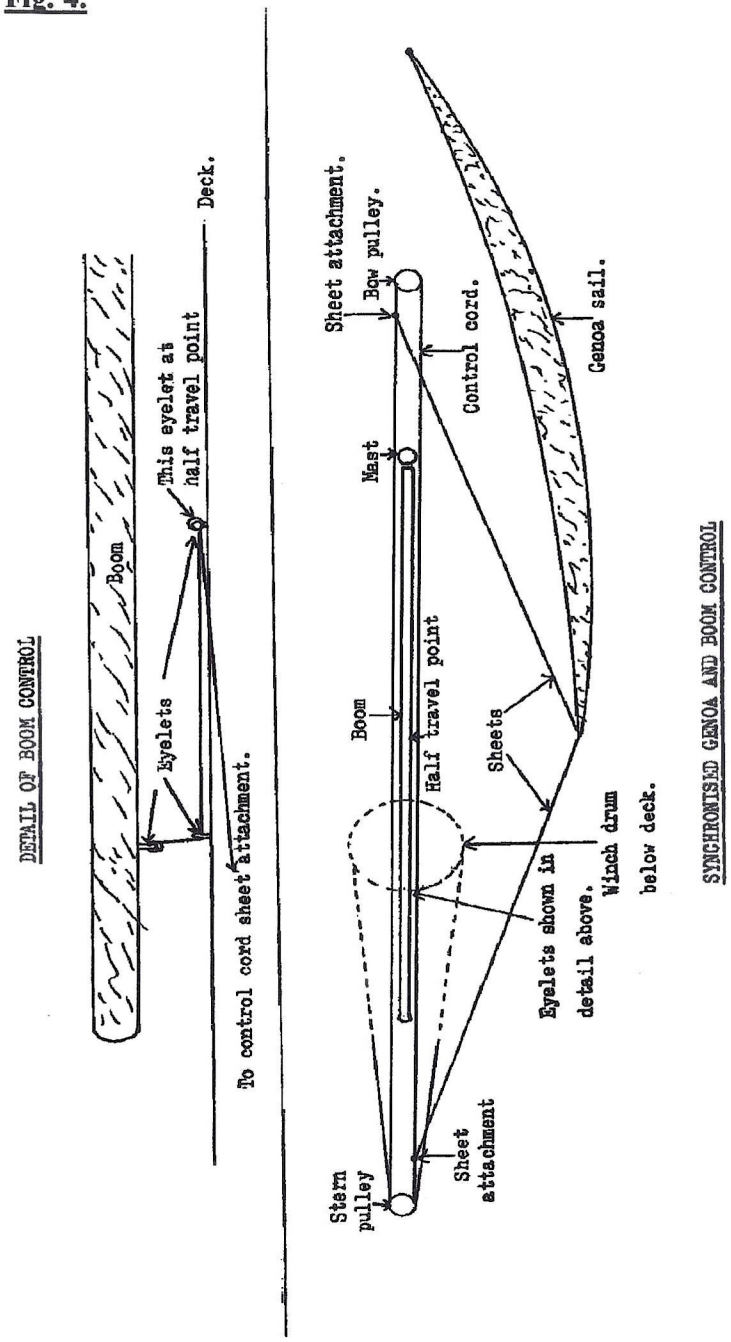


Fig. 4.



Membership News

At the time of going to press the Club membership was 148 people. This figure is less than at the end of last year (201) as some membership renewals are still outstanding.

All members that have not yet renewed there membership and wish to continue to remain members, should contact the Membership Secretary ***immediately***.

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

Alan Hounsell

WELCOME

Terry Stockley - Dover
Greg Esson - Dover
Nicholas March - Folkestone
Keith Gavin - Dover
John Evans - Dover
Keith Jeffery - Dover
Gary Shakespeare - Folkestone
Danny Herbert - Deal
Ben Wright - Dover
Adam Wright - Dover
William Rowson - Dover
Ian Shorter - Ashford
Sean Mason - Margate
J Gray - Margate
Robert Gerry - Deal
Tony Boden - Deal
Hazel May - Gillingham
Alfred Richardson - Ramsgate
Abby Lowe - Deal
Perry Stewart - Ashford
Ricky Stewart - Ashford
Pete Mallory - Dover
A Coppins - Maidstone
Geoff March - Folkestone
Andrew Cheeseman - Deal
R Thornby - New Romney
E Walsh - Dover
Victor Neve - Dover
Darren Macey - Deal
Stan Hobbis -Folkestone
Keith Barrett-Smith - Folkestone
Peggy Maunsell - Dover
David Lowe - Ashford
Roy Lacy - Dover
Sylvie Lacy - Dover
Luke Blythe - Dover