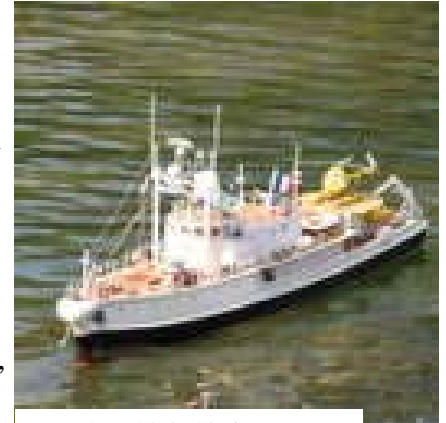


The MBA Dover Newsletter



Issue 28, Spring 2009



Our Club Chairman
Maurice Job's 'Calypso'

K
e
a
r
s
n
e
y

K
a
p
e
r
s

Welcome to another year of model boating with the MBA Dover.

As is usual at this time of the year, this is a relatively quiet period for the club, there are no regattas to report on and only the hardy yachtsmen are using the lake on a regular basis. Sunday morning meetings are still very popular though, there are always a good number of members arriving to sail or chat whatever the weather.

We do get some superb crisp sunny days during the winter which are ideal for taking photographs; the conditions seem to be better when it's colder for this type of activity.

In early December we held our Christmas party and gave out the prizes that have been won by the yachts. A short report can be found inside this issue.

As we move into the new year, the bridge over the lakes has been scaffolded ready to be repaired, we all hope that this is the start of much needed repair work to the whole of the lakeside area, it is all scheduled to be repaired but with the monetary climate staying bad, we are not holding our breath. It is probably only emergency work to make the bridge safe that is being undertaken, It looks like another season of restricted

access to the waters edge for the club again this year.

The financial climate, well let's blame it, is also probably the reason why we are slightly down on membership renewals this year. We still have a very healthy 80 members so far, which is very good, the average figure is usually around 100 at this time of the year but we always pick up more members as the season progresses.

It was good to see several of our members models featured in the modelling press recently.

Dave Cowlin and Gerald Vesty were singled out by the Model Boats reporter Dave Brumstead for his 'Focus on Scale' report that was made at the Hop Farm Model Show in September 2008.

As you know, we as a club attended this event on both days. Dave and Gerald's models were photographed and a nice detailed written account was published praising the skills of both modellers. It is this type of publicity that keeps our club in the public eye and makes us known to boat clubs all over the country. I attend many shows and talk to other clubs, when I mention the Dover MBA, they all seem to know of us -hopefully for the right reasons!

Towards the end of February, after we had set our Diary dates, we discovered that Chantry MBC were staging their open day on the same date as our Kearsney Kapers event. We know that a good many of our members like to attend this show so we have moved our KK to June 7th one week earlier to accommodate the Chantry Bluewater show on the 14th June.

It is hoped that this will not inconvenience to many of our members, luckily we were able to change our date but Chantry could not.

In this issue you will find details of the Springer tug event that we intend to run this summer. This is not a competition, just a game that can be enjoyed by all who own a Springer tug model, we look forward to running it and hope you will enjoy it as well.
Happy boating Alan.

General News

I have been told that Ken Booker seriously damaged his Fairwind yacht in Kearsney Abbey one Sunday morning, it was a total write off. Luckily, a replacement has been located from Westbourne Models in Bournemouth. This is probably one of the last Fairwind yachts to be found for sale as the model is being revamped by Koyosho with a fibreglass hull and other modifications. The price is reported to be around the £300.00 mark but this will, I'm told, be a complete ready to run price.

I bought my Fairwind yacht from Westbourne Models when on holiday in the area many years ago, since then I know it has been updated at least once before. It proves why our members like them so much and have had good results when racing them at Kearsney.

Peter Cook has discovered a new model shop in Ashford. It is called Ashford Model Supply Centre and it is located at Ellingham Way, Ashford. **Tel 01233 635837**, its near the Outlet Centre. Peter thinks that it is mainly aircraft modelling that is catered for but the owner will get in model boating stock if there is a demand. Den Wellard has told me that he thinks it is the same chap who was producing aircraft kits and who had his business in Bethersden, just up the road.

Below can be found a flyer advertising a trip to the Model Boat Show in November, this show is dedicated to model boats only and is well worth a visit.

Dover Model Boat Club

Are hoping to arrange a coach trip to the Model Boat Show Warwickshire, On Saturday the 7th Nov 2009 details below. Any members interested will need to contact Mrs C Wellard 01303 251578 membership secretary .A.S.A.P The cost will be £25.00 per person including entrance A £10 none refundable deposit will be required.



Pick up points will be Kearsney Abbey, Black Bull Folkestone, Tesco's Ashford. . other stops may be arranged if needed. Please note we will need 35 people to make this trip viable. Pick up will start 7.0,clock in Dover, the other times to be confirmed .

This is to be open to non members and other clubs as well

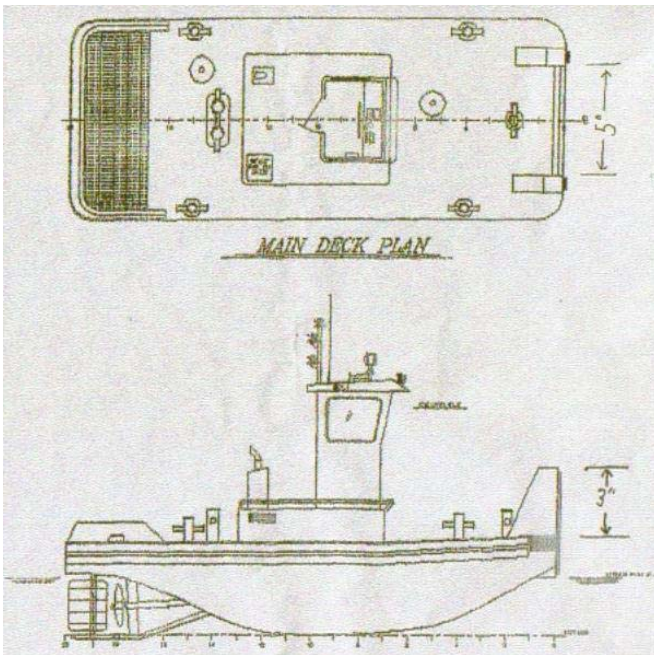
Springer Tugs

Over the years I have mentioned Springer Tugs many times in the KK. There have been numerous pictures taken of them as well as brief explanations of what they are and what they do as well as their origins.

With the falling off of organised competitions for the power boats, we felt a need to spice up our regattas with some form of water borne activity, we already have the popular boat snooker which we try and run at most regattas and seeing that a good many of you have a Springer Type Tug, it was thought that some sort of fun event could be introduced for these models. What we intend to do is to have a game of water football with them. The idea is very simple and should be able to be set up quickly with a minimum of equipment.

The pitch if you like, will be an area about 25 foot long with a goal at each end marked with two buoys 1 metre apart. Two teams of equal numbers of tugs will assemble behind the goal line. The football will be thrown into the centre of the "pitch" by the Ref who will also blow his whistle, this will signal the start of the game. The tugs will then be free to go for the ball and the object will be to push it through the opposite goal to score a point. It all sounds very civilised but the teams will be free to attack the ball and push the other boats out of the way, it will be a contact game so build in some substantial fenders. Once a score is made, the ball will be returned to the ref to be thrown in again. The game will be of 10 mins duration, 5 mins each way. Should be good fun!

So what about the Springer Tugs themselves?...Well, just to recap for those who do not know ..



The plan shown on the left gives a good general idea of how the boats look.

The hulls can be made of any material and are very simple to construct, however, Peter Cook our secretary has made a plug and can supply a fibre glass hull for £15.00

The superstructure block is to be 4ins square and be 4ins high. Although the dimensions shown are those recommended, a modification of the superstructure size and design will be allowed.

The pusher Knees are 3ins high, measured from the deck and are 5ins apart.

The motor is a standard MFA Torpedo 500

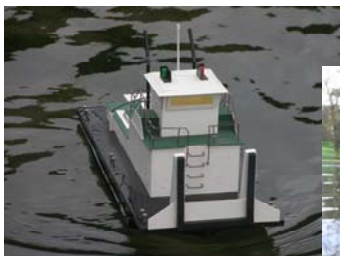
Propeller is 2 or 3 blades and is of max 40mm dia.

The rudder has a max size of 4 sq ins.

Direct drive motor, single screw, battery, 6 Volts.

Further details can be found on the Model Boat

Mayhem website.



On the left can be seen three Springers already in

the club, They are Len

Ochiltree,s with Derrick

and Barbara Rudge's. I

have seen others about,

Keith Lawton has even got

a crane on his example.

But how about these two

spotted at the Model Boat

Show in Warwick? A

steam Springer for Douglas and yes.... A submarine

Springer for your editor!

That really is taking the idea a bit to far ...or is it?



Annual Christmas get together and Prize giving.

On December 1st, 'The Cricketers' pub was again the venue for our annual Christmas get together.

About fifty members and guests attended to enjoy the evening which included the prize giving for our yacht section competitors. Unfortunately, out of the six prizes on offer, only one member was present to receive them. Alan Hounsell proudly flew the flag and accepted the trophy from our Chairman Maurice Job, for winning the 2008 Icicle series. He also took second prize for the Frostbite 2007 series and another second place for the Summer series. Well done Alan.

The winner of the Summer series and Frostbite 2007 series was Andrew Goldsack. Runner up for the Icicle series was Colin Goldsmith. Both of these members were not present to receive their awards, but a 'well done' and vote of thanks was given to them in their absence.

With the formalities over, which didn't take long, the food arrived and we enjoyed a curry and a Chilli meal prepared by the pub. And for those who preferred it, a finger buffet.

After a good chat and catching up with each others news, Maurice called the Raffle. This was well supported with some nice prizes on offer. As usually happens when the raffle is over, the room started to empty and people made their way home, an enjoyable evening.

**Yacht Results. Frostbite series 2007.....1st- Andrew Goldsack.
2nd- Alan Hounsell**

**Icicle series 2008.....1st- Alan Hounsell
2nd- Colin Goldsmith.**

**Summer Series.....1st- Andrew Goldsack.
2nd- Alan Hounsell.**



**Summer Series Trophy
won by Andrew Goldsack**



**Alan Hounsell receiving the Icicle
Trophy from Club Chairman
Maurice Job**



The Frostbite Trophy



**Alan again with the Frostbite
second place award.**

Frostbite Series 2008 Results

At the end of each yacht racing event, Alan Hounsell sends the results to Christine Wellard to be published on the club website. This is updated immediately but for those of you who cannot access the website, I can tell you that at the end of the Frostbite series that finished on December the 21st 2008, the winner with just 5 points was **Alan Hounsell**.

Second place with 7.5 points was **Andrew Goldsack** and third with 10.75 points was **Colin Goldsmith**.

There have been 9 contestants who have regularly entered this series, well done to all of you.

This contribution is from Adrian Knight.

233 TON STEAM TUG “CERVIA”

BUILT 1945-6 BY ALEXANDER HALL & CO LTD. ABERDEEN. LENGTH 105.2 FEET x BEAM 11.7 FEET.

POWERED BY 900HP 3 CYLINDER OIL FIRED STEAM ENGINE.

LAUNCHED 1946 AS EMPIRE RAYMOND FOR MINISTRY OF WAR.

1946 SOLD TO WILLIAM WATKINS FOR £36000.00 AND RENAMED CERVIA.

1954 CAPSIZED AND SANK WHILST ASSISTING P & O LINER ARCADIA AT TILBURY. SKIPPER AND FOUR CREW LOST.

1969 TRANSFERRED TO LONDON TUGS LTD.

1971 SOLD FOR PRESERVATION AT MEDWAY MARITIME MUSEUM.

1973 RETURNED TO SERVICE WITH INTERNATIONAL TOWING BASED AT RAMSGATE HARBOUR.

LAST IN SERVICE AS PORT TUG RAMSGATE HARBOUR.

Living in Ramsgate all my life, the Tug Cervia attracted me like a magnet. I would never pass by without standing and looking, watching year by year as it slowly rusted away. In March 2008, I decided the Cervia was to be my first scratch built vessel and work commenced. Never would a week pass without a visit armed with digital camera in one hand and plans in other. With help and advice from Club Members at the Model Boat Association Dover, the model was launched during November 2008

Model Construction

Hull. Plank on frame construction using 1/16” Ply cut in to strip bonded and nailed to ¼” Ply frames.

Bow and Stern Cut from solid Balsa.

Coated internally with resin and fibreglass tissue.

Deck and Superstructure. cut from Plasticard.

All metal fitting Turned from Aluminium and Brass.
(Handrail stanchions ex Squires).

Propelled by MFA Stingray 500 Motor & gearbox 2.5-1 ratio. 55mm brass four blade Propeller. 15 Amp Mtroniks

Speed Controller .**Supply** Two 6Volt Gell cells.**Rudder.** Constructed from wood and brass using chain drive via a deck mounted quadrant. (Finally conquered with the help of Dennis).



The MTB in the following pictures is the latest model from **Gerald Vesty**. The model is actually quite an old one and was built by Gerald many years ago. It is based on the Lindberg PT 109 kit, but has been changed slightly to allow a special 'sharks mouth' paint scheme to be applied, this is a striking scheme and was used on some of the American PT boats in the Pacific theatre. The deck has been planked on this version and with extra figures manning the guns it is a very interesting model.

The model runs very well with a very clean bow wave showing on full power, twin motors drive plastic two bladed racing type propellers to achieve this performance.

Gerald must like this model as he is also the builder of the original version of PT 109 which is now owned by our chairman Maurice Job.



Barrie Warrington has abandoned his bigger models for a very modest size tug, this is Barrie's latest model, the tug **Whojar**. The basis for this one is a Colson tug, these are ready to run models that are reasonably priced and have been very popular and reliable in the past several have been seen in the club before. Barrie's version is of course heavily modified and only the hull is recognisable as a Colson tug, all the superstructure is made up from plasticard sheet and bits and pieces from his spares box. The funnel which is distinctive, is an old deodorant can!. The name Whojar is apparently what Barrie called a piece of equipment used on the railways where he worked, an odd contraption for accessing the carriages.

(Or was that Barrie!)



Barrie's Whojar



Sticking with tugs, the green hulled tug pictured on the right is the latest acquisition by Reg Archer. The model is the St Canute and this model was built by Derek Tippett. We have featured this model before as Derek built her some while ago now. It is nice to see some of these older models being sold within the club to give new pleasure to their new owners. The St Canute was at one time in the Exeter Maritime Museum. I remember visiting her when on holiday in Devon, she must have the tallest funnel of any tug that I know of.

Was this the first Radio Control ?

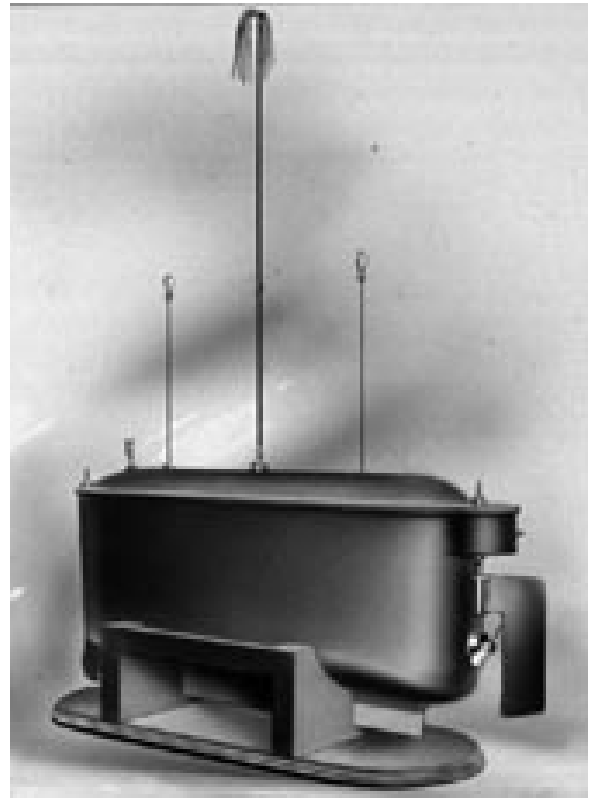
A very interesting little snippet of history for those of us interested in radio control. In the last newsletter, I asked the question....Who was the first inventor to demonstrate a radio controlled boat in America, Circa 1898. Marconi, Edison or Tesla?. The answer was **Nikola Tesla**.

The question was posed in a television quiz, and I wondered if any of our members knew the answer, After looking up this inventor on the internet, I found out the following facts, I think you will agree it is fascinating stuff.

Tesla's radio controlled Boat (or was it a submarine)

Tesla's tub like craft powered itself; there were several large batteries on board. Radio signals controlled switches, which energized the boat's propeller, rudder, and scaled-down running lights—simple enough in concept, but quite difficult to accomplish with existing devices. Even registering the arrival of a radio signal pulse taxed the rudimentary technology. Tesla invented a new kind of *coherer* (a radio-activated switch) for this purpose, essentially a canister with a little metal oxide powder in it. The powder orients itself in the presence of an electromagnetic field, like radio waves, and becomes conductive. If the canister is flipped over, after the pulse's passage, the powder is restored to a random, nonconductive state.

Tesla contrived for a number of things to happen when the coherer conducted, most importantly for a disk bearing several differently organized sets of contacts to advance itself one step. Thus, if the contacts had previously connected the combination "right rudder/propeller forward full/light off," the next step might combine "rudder centre/propeller stop/lights on." And with the aid of a few levers, gears, springs, and motors all would be accomplished, including a final step, flipping the coherer over so that it was ready to receive the next instruction.



Applications

The world of 1898 had little understanding or use for Tesla's brilliant idea. Though he rather darkly imagined a military clamour for such things as radio-guided torpedoes, government interest did not materialize. (In one of history's curious footnotes, Tesla's good friend Mark Twain wrote immediately to say he was anxious to represent Tesla in the sale of this "destructive terror which you have been inventing" to England and Germany.) The navy did finance some trials in 1916, but the money went to one of Tesla's competitors. He remarked bitterly he could find no listeners until his patent had expired.

Tesla's fears (and Twain's business hopes) were misplaced. The world's military establishments discovered many destructive terrors, but radio-controlled devices didn't number among them in any significant way until late in the twentieth century, with refinements in rocketry and guided bombs. Radio control remained a novelty, an exciting field for experimentalists and specialists, until the launching of the Space Age and the orbiting of myriad commercial and military satellites, all under remote control.

All the above information was gleaned from the web, and it all started with a simple question on the telly.....

(Alan)

Crash!

Sunday 11th January, a crisp winters morning, five yachts hardly moving in the still conditions then suddenly a “crack” as one of the yachts decided to ram another! The sound of the collision was the type that everyone knew must have caused serious damage. We waited for one of them to slowly slip beneath the water but luckily this did not happen as the damage was above the waterline.

Slowly the pair made their way back to the safety of the bank where they were recovered and inspected. The owner of the yacht which received the damage, Colin Goldsmith remained remarkably calm, at this point in the past, his transmitter would have also been floating in the lake but he merely casually said that the hole would now match another on the starboard side.



The person responsible for the ramming , MBA and Royal Cinque Ports Yacht Club member Andy Goldsack, appeared to be equally calm as he simply offered Colin a length of sticky tape to repair the damage with, he then carried on filing his bows to a sharper point!

In a short time they were both in the water again sailing around as if nothing had happened.

Naturally though, Andy will receive a nomination for Nut of the Month for that one !



Above...Damage to Colins yacht, Foxy Lady

Stephen Talbot has become a regular sailor with us down on the lake Sunday mornings, his model is slightly unusual because, although it is based on an Aerokits RAF Crash Tender , the cabin has been moved aft and the hull is longer, this has given the model a rather attractive appearance. Phil Ribton has been helping Stephen to make the model run better. The result was a change of motor to a Turbo700 BB , this has made the boat fly, as you will see from the photo's.



The history of the model is unclear but Stephen bought it from a charity shop in Folkestone. It was in a wrecked state when bought but now it is restored, looks very good on the water and runs very well.



For Sale

Victoria Yacht.

Length - 30.7 ins. Mast height - 42.75 ins. Weight 4.6 lbs.

Complete with New Apex sails, Ail servo, rudder servo, stand, 40 megs 2 channel radio Transmitter and Receiver with 2 sets of crystals.

Also included (if you want it !) is a wooden transporting case designed to enable the yacht to be carried in any position fully rigged. This is also fitted with wheels so that if you have to park some distance from the water you do not have to carry it.

Price for everything **£75.00** No offers.

For more information call Phil Ribton on **01304 820215**