

The MBA Dover Newsletter



Issue 55 Spring 2018

Well, here we are with the first issue for 2018.

Over the winter we have held our Christmas party and prize giving and ran a New Years Eve sail at Kearsney, this is becoming a regular fixture because the theme is obviously Christmas and a seasonal model tree is attached to the models. We had a good group at this little event and although the weather was not kind, it was an enjoyable day which blew the cobwebs away.

We have already pencilled in this event for 2018 and it will now form part of our annual fixtures.

A report on both these happenings can be found inside this issue.

It is with regret that I have to announce the passing of one of our members.

Mr Bob Davies died just before Christmas, his funeral was on 3rd January 2018.

Bob was fairly active within the club, he participated in most of our regattas and was a member of the yacht section, however of late, due to ill health, he had not raced his yacht for some time.

He joined the MBA in May 2003 and built powerboats and yachts but mainly enjoyed sailing his yachts at Kearsney. Bob was a Thames waterman before retiring to Hawkinge in Kent and joining us. He knew the Thames like the back of his hand and had worked the river since he was a lad. Amongst the many jobs he done was to skipper the pleasure boats which plied the Thames, his knowledge of this wonderful waterway was unquestionable

It was a natural progression for him to keep his hand in operating boats even though they were now only models

A likeable and quiet man, he will be missed by the membership of the MBA Dover.

We have a change in the Yacht Representative for the MBA, Alan Hounsell has agreed to run the section after Reg Steel stood down in December.

We would all like to thank Reg for looking after the yachtsmen so well, and for his enthusiasm in reorganising the group. Alan is already getting to grips with the section organising a Winter series and looking into an automated starting system which will make it easier to control the start and finish of the races. As a bonus, we can also use the system to control the starts and finishes of the Club 500's races as well.

Peter Cook has managed to get some new club logo badges produced. After our trip to the Calais club last year, we were impressed with their club badges which had a Velcro backing to them. These new badges can also be attached by Velcro to any garment making them very cost effective, buy your own shirt or garment and add the club logo to it. They currently cost £5.00 each

These embroidered badges are 80mm x 55mm and can also be stitched on if preferred.

A blue shirt or garment would be our recommendation please as it maintains our club continuity.

We are holding only a small stock at the moment so contact Peter for availability.

All that remains is to wish you all a great model boating season with the MBAD.

Alan...



The new badge...

Kearsney
Kearsney

Model Boat Association Dover
22 The Freedown, St Margarets At Cliffe,
Dover, Kent, CT15 6BD
Tel: (01304) 853242.
Email: secretary@mba-dover.org.uk
www.mba-dover.org.uk

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Christmas Party and Prize giving 2017

Our Christmas social and prize giving took place at the Cricketers Public House on Wednesday 6th December.

We had asked those who wished to attend to let us know in advance this time so that more accurate numbers could be catered for, as it turned out 39 attended and we had ordered 40 so it was almost bang on.

The Cricketers had laid out the tables when we arrived, crackers and other festive ornaments were on the tables and a Christmas tree was decorated for us as well, the atmosphere was very nice and cosy.

As the members arrived they were welcomed and kindly contributed to the raffle by donating prizes that would be on offer later, Ted our treasurer was busy selling the raffle tickets which would go toward boosting our club funds.

We had planned for the proceedings to start at 7.30 and just after that time, Peter, our Chairman again welcomed everybody and thanked them for attending, he made a short speech which informed us that after attending a Council meeting with the secretary, the future of the clubs events diary will not be affected in 2018 by the works designed to start in the Abbey. Peter thanked the committee for their support over the past year and then then proceeded to start the prize giving.

This, as is traditional, starts with the yacht section prizes (Sail before Steam), then the power-boats followed by a change this year by giving a small shield to each of our junior members as a thank you for entering our junior competitions, there was no actual winner due to some entering regattas at different times, each junior won at different regattas so to make it fair, we awarded all four of them a trophy.

The yacht section winners then received their first and second place awards from Peter, unfortunately, Andy Goldsack was not present to receive his awards and also Len Goldsack, Andy's dad, was not there to receive a special prize donated by the section honouring him for consistently turning out to be their race marshal, especially as he is now a nonagenarian! There was also one junior missing from the group, young Blaise who competes regularly with his tugboat will receive his prize later.

At this point, I must now apologise to Kim for handing him my ancient, difficult to use camera which has a mind of its own and asking him to take the prize-winners photos for me .

Kim takes pride in his photography, the results from my camera was not up to his standard but thanks for trying Kim.

With the formalities over and the food waiting, the party continued.

The raffle as mentioned before was a large one, many prizes were on offer and these covered the whole of the top table around the tree. Peter made the announcement that he did not want to hear two words, "putit back", well, we all know Peter!

This meant that if you won a prize, you took it, we have several times taken a very long time to complete the raffle as prizes are handed back to be re-raffled.

As is usual, when the raffle is over ,so is the party, we all then drifted away leaving the clearing up to Ashley and his team.



The club did thank the Cricketers for their hospitality and for providing an excellent meal for us.

(Left)

Our Chairman Peter with Sheila getting ready to start the proceedings at our party. (nice jumper)

Christmas Sail December 31st 2017

An interesting day was had when we held an extra informal event, a Christmas sail on Sunday 31st December 2017 at Kearsney. This came about from a chance remark made by Kelvin who suggested we have a gathering around Christmas time as we did last year, the date was set and we did manage to inform everyone in the KK newsletter.

The weather on the day was foul with Storm “Dylan” threatening to disrupt things, this luckily was mainly confined to the North of the country but we got our fair share of it with heavy rain and winds.

Mince pies and mulled wine was supplied to warm everybody up, kindly supplied by Kelvin Castle and Alan and Kathy Hounsell, this was very tasty and well received.

We met at our storage shed where we waiting for the rain to die down and then took the plunge and all went down to the lake and sailed.

The hardy participants were, Alan and Kathy, Peter, Kelvin, Ted, Bernard, myself and another gent who is not yet a member but was invited to join us, Keith.

Keith has a Micro Magic yacht and has sailed with the yacht section once before.

To qualify for the mince pie and mulled wine, it was agreed that all models were to display a small Christmas tree on their boat somewhere. Some of these were just attached to the boat but others had gone to the trouble of illuminating theirs with miniature lighting, at least two were so adorned, well done to all the skippers.

After sailing for a while, we decided to gather for a photo shoot, the boats manoeuvred into position and Alan H managed to capture them on his camera for us.

Boats on the water were Peter’s tugboat, Bernard’s Springer tug, Ted’s Huntsman, Alan H’s Club 500, Kathy’s Fairwind, Keith’s Micro Magic and Alan P’s Seehund submarine, where do you attach a Christmas tree to on a submarine? Up on the periscope is the answer, seeing the miniature tree gliding along with the rest of the model under water was strange...

After a short time, the group decided to retire and get back to the warmth of home and the New Year’s Eve’s celebrations, an enjoyable morning.

Already we have agreed this as a regular in our calendar, and penciled in the 30 December 2018.



All 8 models gathered in a group for this picture courtesy of Alan H.

The Club assists the Council (And a history lesson)

When the Council asked for our help to get some staff onto the islands in the Abbey for a survey, we readily agreed. They asked if we could transport ecologists and architects onto the islands by using our rescue boat, they were noting all the trees and other features that might need work as part of the Heritage Lottery fund.

Peter, Alan and Tim got the boat ready for the team on 10th January and despite the date, the weather was really good, it was warm and sunny.

With the boat in the water, a suitable landing place was identified on the largest island opposite the café and Alan rowed the group over where he landed them safely.

After some while, they were taken onto the other island in the lake, this is the one which has a miniature obelisk on it. Whilst the survey was being undertaken, Alan took the opportunity to get onto this island himself and to inspect the obelisk which was known to be of historic interest. This did not disappoint as a cast plaque was discovered fitted to the south facing facet of the memorial which is normally not seen from the footpath.

Some time ago in these pages, we ran an article about this memorial and researched as to why it was there and what it was all about.

It is a small replica of the one which stands on Ramsgate seafront which commemorates the visit by King George IV in 1821. King George IV was a close friend of Sir William Curtis, the City of London MP and 1st Baronet who had a home overlooking Ramsgate Harbour, King George stayed in his house when he was using Ramsgate to travel to Hanover in his yacht. Charles William Curtis was a descendant of Sir William Curtis had bought Kearsney Abbey in 1892 for £17,000. It is believed that the replica obelisk was erected on the island at that time as a tribute to his descendant. Also on that island is an ornamental fountain, now sadly defunct. There is in fact another fountain feature on the other island making three in total.

George IV had married Catherine of Brunswick when he was Prince Regent but the marriage had soured, so much so that when he was crowned in 1820, he forbade her from attending the Coronation. When she ever travelled to England she used the Port Of Dover which annoyed George, he always used Ramsgate and that is why Ramsgate is known as a Royal Harbour. The survey of the islands was interesting; the ecologists from Canterbury which carried out the work really enjoyed their visit. We also had a very informative talk by one of them who explained the bat issue to us; the colony in the toilet block contains approximately 200 bats of the pipistrelle variety. He informed us that it a very important roost and that this area of Kent is very important ecologically, had the building been destroyed this colony would have almost certainly been lost. There is a possible fine of up to £6000 per animal or prison for anyone knowingly ignoring the presence of bats and destroying their environment.



The Plaque (Left)
which reads:

*King
George the Fourth
Graciously Condescended
To Visit
Sir William Curtis Bar't M.P.
At Cliff House Ramsgate
From The
24th To The 25th September
1821
In Progress to His Kingdom of
Hanover*



A poor sad little bat

Carrying on with our history theme I found this reference on the Canterbury Archaeological Trust report entitled , *Historic structures at Kearsney Abbey 2016*.

In the many pages of this report, the reference to the “shed” which of course is our MBA storage shed is interesting.

A surviving early nineteenth-century ‘shed’

The surviving early nineteenth-century ‘shed. This surviving outbuilding is shown on the tithe map of 1838, and is probably original to the house. It originally stood wholly within the grounds of the Abbey but the stretch of boundary wall to the west was rebuilt to the south of its original line in the mid twentieth-century, providing a footpath along this side of the Alkham Road, and now abuts its west wall. The 1907 estate sales catalogue refers to ‘coal, wood and oil sheds’ and a ‘box room,’ outside the service wing of the house, and this may well have been one of those structures. It has evidently been through many alterations.

It may originally have been gabled, north and south, but now has a single-sloping roof. The large round headed door aperture in the south wall has been bricked-up with a smaller doorway under a concrete lintel. The east elevation has been rendered where it was severed from the adjoining service ranges to the east during the late nineteenth-century, to improve the driveway at the north entrance to the house.

Amphibian

We don’t only make ships and boats, this is Gerald Vesty’s latest amphibian model under construction.

It’s a good job Gerald said the word Amphibian when he sent me the pictures, otherwise it would have not qualified to be in the model boat club newsletter ! !

It should be popular with the youngsters and we need tracked vehicles to get through the mud down at the pond side at the moment. (*February*)



Graupner ARTR

I was in Turners model shop in Dover recently where they had just received a delivery of a Graupner premium line model of the “Yamato”, Japanese battleship.

The huge box was on a pallet and it took up a sizeable part of the floor space, These ARTR (Almost Ready To Run) models marketed by the German firm Graupner, are becoming very popular and despite the hefty price tag, they are starting to sell well. I can tell you that Turner’s are right up there with the discount prices that can be found online and at the outlets that we see regularly in the model magazines, the name *Howes* comes to mind.

I was interested enough to investigate the model and discovered almost

inevitably that they were made in China for Graupner, something that was well known by most of us I am sure.

What was not known was the scale of the production, a little more digging revealed a photograph of the factory where these models are constructed.

Left...Hundreds of Yamato’s being put together. It’s a good job the Japanese only actually had two of these massive ships in service.....



The pusher tug built by Bernard

Bernard, our Scale Secretary has built a special pusher tug for the juniors to use which we hope will encourage more youngsters to compete in our competitions.

This means that they can all use the same model which will make it fair for all.

Bernard has sent me some details....

The pusher tug is an Aeronaut kit Ramborator. The motor is a 540 with a 7.2V 5000ma Battery, the boat is fitted with a fishtail rudder.

This tug is aimed at the juniors who do not have a suitable boat to enter the competitions - two small barges can be used for those competitions.

Of course everyone is welcome to use the tug and have a bit of fun.

The pilot is Captain Haddock, Tintin's best friend !... No comments please Ed.

The tug (left) .. And with the barge (right)



RNLI Boathook Colours

I am often asked at model boat shows where lifeboats are displayed, why the boathooks are different colours? The hook on the starboard side (Right) is Blue and the one on the Portside (Left) is White.

The answer is traditional and goes back to the early days when lifeboats were powered solely by oars.

The crews needed to be able to distinguish which way their cox'n wanted them to pull.....the terms for port and starboard in those "olden days" was actually Starboard and Larboard (Port) but the two could not be distinguished in a shout from the cox on the tiller in gale force winds, so they had to devise some way of a shorter more concise method of the crew hearing an order to pull on which side of the boat, and so the oars were painted in the two very different colours.....if the cox'n wanted to pull the boat to starboard he would order/shout "WHITE" as the white oars were port side and the oarsmen would pull on white oars whilst blue oars to starboard would feather their oars. and vice versa if he wanted to steer the boat by oar to port, the order of Blue would be shouted and the white oars feathered.....BLUE and WHITE could be heard above a storm, even via lip reading, whereas starboard and larboard were indistinguishable.

So there we are, we don't have oars these days so the boathooks are painted to maintain the tradition.

On the Brede class lifeboats, the boats number is painted in black along the sides of the cabin, the white painted boathook is fitted over this number therefore the boathook is marked where the number needs to be, otherwise, it would look like a white line is striking through the number. I was challenged at a recent show whether this feature was correct on my model as his was not marked this way! The rivet-counter in me just had to put him straight. I also had photographic evidence, always handy....

Another one bits the dust

CLOSING DOWN
**SALE** **DUE TO RETIREMENT**
EVERYTHING MUST GO

Ashford Models are closing down at the end of March 2018, the owners have decided to take their retirement and will close their unit in Ellingham Way Ashford Kent at the end of that month. This now means that there will be no model shops in Ashford. The Model World outlet in the Bybrook Barn complex closed down some time ago which left only Ashford models to supply our modelling needs, now

this is gone.....

Illuminated event 17th March

The 17th March was a cold day with snow falling most of the time, it did not cause many traffic problems but it did cause several members to ask if we were going to cancel the Illuminated event planned for the evening. Both Peter and I decided that we would attend just in case any potential “nut of the month” contenders actually turned up.

On arrival I was alone so decided to have a tour around the parks to see how the clearance works were progressing, the view of the Kearsney Court building majestically standing on the hill high above Russell Gardens was impressive. This building, previously not really noticed because of trees was made all the more striking due to the snowfall lying on the now almost bare slopes that run down to the Gardens.

Back to the Abbey to find Graham White and his son Lee, trapesing down to the water’s edge with a model....we had an event.

Shortly after Peter and Tim arrived with a model and then Dave Shilson with Brother Anthony and their wives brought another model....we had a competition.

So the three ‘nuts of the month contenders’ put their boats on the water, I was helping Graham to set up his tug and barge, he had a rubber band attached to a switch on his transmitter which he told me to definitely not touch... I complied.

When the model was all turned on, the tug had full illumination and the barge had a rotary coloured fan that was very effective, other lighting on the barge also shone well in the gloom as the snow fell again.

Tim had fitted out his tug that was a donation from Frank Jobson back in the summer, with many lights of many colours, the overall effect was very pleasing, I thought the interior of the wheel house was very effective.

Dave Shilson, usually more associated with hovercraft models had brought along a very nice version of the Sealink ferry Vortigern. This was fully illuminated and featured a working bow door with railway carriages inside.... well, she was a train ferry!

Dave had built the model from a plan and had cut out the parts on his laser cutter.

The process allows a plan to be scanned and the information transferred to the cutter which accurately cuts the material ready to be put together. The numerous window openings found on this ferry model were cut this way; it allowed the lighting to show very effectively through these openings and to look very realistic when out on the water.

After a while, everyone was absolutely freezing so we were about to call it a day when the reason for the secret switch was made apparent, Graham had manoeuvred his model to the middle of the lake and suddenly...whoosh! Fireworks shot up out of the silo in the barge, they flew at least forty feet in the air and exploded in a shower of coloured lights and sounds... this was so impressive, it continued for nearly a minute shooting out rockets and bangs as the silo emptied then suddenly, quiet. We all gave Graham a round of applause, it was such a good show, he said he had done it to commemorate the start of our 25th year and actually did have a flag with 25th year, flying on the model as well.

After this display, the award of the illuminated trophy was not in doubt, Graham walked away with it as the winner. We are hoping Grahams son Lee has captured the event on his video camera in his traditional style...we all hope so.

The committee wish to thank all those who made this event a memorable one despite the snow falling constantly.



Yacht Section News



Hello my name is Alan Hounsell and I volunteered to take on the task of being the MBA "Yacht Section" representative from Reg Steel in December 2017.

I joined the MBA in its first year (1993) and have a number of yachts as well as scale and club 500 boats. However my main passion is Yacht Racing for which I still use my now 25 year old (original) Fairwind yacht that first got me interested in Model Boating.

In the early years of the clubs existence I held the position of club secretary, but due to changes in both my family and work circumstances over the last 10 years have not been able to commit much time to the hobby.

Now in the first few months of retirement I feel able to get more involved again and felt able to take on this role within the club.

As part of my new role, I agreed to put together this section of the Newsletter. My intention is to provide information about what is currently happening in the section, together with other more technical articles on rules, tuning & the yachts themselves.

I am happy to have articles or suggestions from members for future content to keep this "Yacht Section News" relevant.

Hopefully you will find my first effort interesting and useful.

Alan Hounsell

The Winter Yacht Race Series consisted of six "Race Days" at Kearsney Abbey, that ran from December 2017 until March 2018. Each "Race Day" consisted of three, five lap races, run over a 2 to 2.5hr period.

Four hardy (*foolhardy some say*) skippers (Alan, Andrew, Andy & Mike) took up the challenge, braving all weathers to complete the series. Andrew with his Micro Magic and the remainder with Fairwind yachts.

around the course briskly, making for interesting, close racing.



Alan
Andrew
Andy
Mike



Each skipper completed a total of 18 races (90 laps) during the series.

The final series results were;

- 1st Alan Hounsell
- 2nd Andy Allen
- 3rd Andrew Goldsack
- 4th Mike Worsley

Although the weather was very cold, most days were bright and dry with adequate wind strengths to allow the yachts to get

Andy & Mike even managed to win the "Nut of the Month" trophies during January!

Well done to all those who competed.

Continued on next page.....



Yacht Section News



Continued from previous page.....

Changes to the Yacht Race format being used are currently under trial to “spice up” the individual races.

The original 3 race, 5 lap format used for “Race Days” over the past 25 years has been changed to a 5 race, 3 lap format.

This will give competitors more “starts”, but less laps to sort out their finish positions. Therefore, getting a good start becomes more important!

The total number of laps each “Race Day” remains unchanged at 15, therefore the overall event duration of 2 to 2.5hrs should remain unchanged.

The first two “Race Days” have now been completed successfully using the new format, but we await the return of more of the Yacht Skippers from their winter hibernation to see how it works with a much larger fleet.

Remotely Operated Yacht Race Countdown Timer. To improve Yacht Race starts, this piece of equipment used by many clubs for both Local and National Yacht Class racing events has been identified and club purchase agreed.

The unit has two timers that can be set to countdown from between 6 to 1 minute. The countdown is given via a digitally recorded voice together with other sounds. This can be clearly heard via an External Horn PA Speaker plugged into the unit (not shown in picture). There is also an External Siren to indicate false starts and general recalls.

The unit is powered via an internal rechargeable 12v NiMh 10 cell battery, keeping the unit operational for 6 to 8 hours.

A Reset button allows any countdown in progress to be stopped / cancelled.

The remote control operates both timers, reset and siren, from up to 20 metre away. This saves the hassle of the race officer having to stand next to the unit in order to activate any of these functions.

The original MBA start process was, one of the competitors had to double up as the Race Officer and with the use of a whistle start the countdown using a manual timer, calling out the critical times as well as sailing there yacht!

The rest of the competitors each needed there own timers to accurately gauge the time to the start and position there yachts accordingly.

The MBA unit has now arrived and successfully used for its first “Race Day”.

Now the volunteer Race Officer has the remote control on a lanyard and just presses the appropriate button to start the countdown. Individual competitors no longer need there own timers, they just listen to the units verbal countdown, fully concentrating on sailing their yacht and getting a really good start, whilst avoiding other competitors yachts.

The second timer is used to give the appropriate countdown after the first yacht finishes, before the remaining competitors are awarded their current positions without having to cross the finish line.





Ships boats

Seen on many merchant ships these days, this type of lifeboat is starting to replace the traditional open boats that are seen on the older liners and other ships. These, and other ships lifeboats can be seen at the Maritime Skills Academy based in the Wellington Dock at Dover.

How about a model of one of these (handsome?) beasts?

Club members login

At a recent club meeting the subject of the website forum was discussed and several members asked how to access the site.

After speaking with Stuart our IT rep, he suggested that I put a method of accessing the site in this KK Newsletter.

If you are a current member, what you need to do is Register by typing in your name, that will start with your initial and then your surname with no spaces, for instance, apoole or APOOLE then choose a password of your choice.

After this email either Stuart Silk at Stuart@MBA-Dover.org.uk or Alan Hounsell at yachts@MBA-Dover.org.uk These two members will check that you are a current member and activate your acceptance.

This will allow you to get involved and ask questions, set up a thread or just look at what is happening, we have not really used this part of our website much but forums are a great way of interacting and can be very useful.

Looking forward to seeing you pop up in the forum Alan.....

Stop press...just seen Graham's video of our Illuminated event on *You Tube (Retsub12)*

MBAD Club information

Model Boat Association Dover Club Committee Members March 2016

Chairperson : *Mr Peter Cook* - ☎ 01233 641599

Secretary : *Mr Alan Poole* ☎ 01304 853242
Email: secretary@mba-dover.org.uk

Treasurer : *Mr Ted Goldring* ☎ 01304 380778

Membership Secretary:
Mr Ted Goldring ☎ 01304 380778
Email: membership@mba-dover.org.uk

Webmaster: *Mr Reg Steel* ☎

Scale Secretary :
Mr Bernard le Ny

Newsletter Editor:
Mr Alan Poole : ☎ 01304 853242
Email: editor@mba-dover.org.uk

Yacht Coordinator :
Mr Alan Hounsell
Email Yachts@mba-dover.org.uk
Tel :



Model Boat Association Dover



MBA Merchandise

Caps	£5.00
Sweat Shirts	£14.00
T Shirts	£8.00
Polo Shirts	£12.00
Enamel Pin Badge	£2.50

Website - WWW.mba-dover.org.uk