

The MBA Dover Newsletter



Issue 34 Spring 2011

Welcome to the Spring 2011 edition of KK.

This season, after a two year break, it has been decided to reinstate competitions into our monthly regattas once again. At a committee meeting back in November, the subject was brought up and after much discussion, it was agreed that the club would run tug towing and steering competitions again broadly on the same lines that had been in place previously.

The main reason for dropping the events before was there was a distinct lack of interest in competitions generally by the majority of members. There were a few however who enjoyed this side of our hobby and who wished to have steering and tug towing back on our itinerary, we have already got the yachtsmen back competing in races at the regattas and perhaps this is the time to do the same for the powerboat section. Anything that generates a bit of interest is welcome so we will give it a try, the organising of the events are a challenge but we have been promised the assistance of certain members who will look after this side of the proceedings. All the equipment is still available and just needs dusting off and a little refining to spruce it up a bit, no extra costs will be incurred by the club by running the events again.

Those who prefer just to come along and free sail will of course still be able to so, the boat snooker will still take place as normal at these events, if required.

What we desperately need is for the membership to get involved and enter into the spirit of the club, steering your pride and joy around a set course can be fun and also rewarding if you pick up a trophy. There are some nice pieces of club silver to be won and we can present it to you at the end of the season, hopefully at the Christmas Party Social Event which we are also trying to reinstate again this year.

I am happy to report that our website is now almost fully functional. Phil Ribton is managing to update the text and other details without any problems now. The website is a useful tool and now that it is updated and accurate, I am sure that it can be used with confidence to check dates and other details, occasionally we have to make unexpected announcements and being able to display it instantly on the website is very handy.

It was also discovered recently when trying to contact everyone quickly that quite a few email addresses were incorrect, members change email addresses fairly often these days, if yours has changed, please let the club secretary know. Not receiving an email is an inconvenience not only for the recipient but also the sender who assumes that the information has been received.

Also now sorted out and under control is the Membership database. Ted Goldring has received help and advice from Alan Hounsell regarding the system being used and Ted is now getting to grips with it all. This job is fairly straightforward when everything is set up and running correctly but it becomes a nightmare when some of the information is not readily available. Our thanks go to these members for all their hard work and perseverance on our behalf.

In May we hold our AGM but due to circumstances beyond our control, we have had to change the date, please note that the new date for the AGM is **Wednesday 11th May**. We do apologise for this, you all should have received a letter anyway about the change.

Next year this problem should not arise because we are proposing to move the club meetings to a Wednesday evening.

We look forward to a successful 2011 season at Kearsney.

Alan.

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Club Regattas

Now that the club has agreed to return to some sort of competition for the monthly regattas this year, our Scale Secretary Len Ochiltree has been busy designing some simple courses that hopefully will create some interest and get more boats on the water competing for fun.

We will be setting out a normal tug towing/steering course consisting of elements that we will use for other little fun events that Len has in mind.

Two simple squares of buoys and a harbour will be used to create a course for a Springer Tug pusher event, we will not be sticking rigidly to rules regarding Springer tugs initially however, provided that the basic Springer tug hull shape and size is adhered to, we will not be too much worried if for instance, a geared motor is used or if the rudder is modified from the original design. If after running this event, something obviously needs changing or needs a ruling, this will be done. The point is that everyone has a go and is not penalised for trying to make their boat a weenie bit better. There are quite a number of Springers in the club and most of them are pretty much equal in performance, the hull shape is the hull shape, it won't go much better no matter what you do to it so get building and have a go. We will need a minimum of 3 boats in any competition though, any less will mean that we won't run the event on the day.

There will also be a Club 500 race or races depending on how things go, the course will be an "M" shape and marked by buoys at the Island end of the lake (Nearest the public) area. Maurice will be in charge and will be wearing his Club 500 hat for this event, and again a minimum of 3 boats will be needed to make the race viable.

Again, there are quite a number of club 500 boats in our club so, get them dusted off, charge the batteries and bring them along to the regattas.

This is another fun event and as most of the boats are pretty standard, we will not be scrutinising them very closely, this is all designed to get the membership involved and Pro-active.

We are very aware that all these activities might cause some concern from members who just want to put their boats in the water and enjoy themselves!

By setting out the small boat 'have a go compound' (which now consists of a roped off area in the water) this might well be the case, so it has been agreed that this will not happen for the first regatta at least. We do intend to operate the small boats later in the season as this provides us with a small revenue, however, if this interferes with the free sailing then we might have to revert to setting up again inside the compound, this will of course mean much more work.

Finally, as we do not have the volunteers to run the tea tent, it has been decided that we will not set up this facility at the regattas for the time being. There is a tea room in the Abbey grounds which can be used or you might wish to bring along a flask just in case. This might be a temporary measure as someone could be willing to take on this very important job, This member might well become the most popular member in the club!.

Monthly Club Meetings

Those of you who have read the front page will have notice a reference to a possible change to the day that we have our monthly meetings on. Originally, the meetings were on a Wednesday evening but were later changed to Mondays for various reasons. As Bank Holidays mostly happen on a Monday, this has caused us problems. We normally move the meetings forward one week when this happens but this sometimes clashes with other organisations that have also pre- booked the rooms at the pub. The change back to Wednesdays will sort out the problem. We have spoken with the Cricketers public house and provisionally booked Wednesday evenings next year subject to members approval and the landlord double checking his pre bookings.

For Sale and Wanted

Peter our secretary has received an email from a person who has a Perkasa MTB to sell, the email reads;

Hello, I have for sale a Perkasa Motor Torpedo boat which was built by myself and grandfather a few years ago. It was built to a basic standard as at the time I was only about 14 years old. It has a Futaba Attack transmitter and receiver. It has a fibreglass hull. It is in working order but requires 2x6 volt nicad batteries. It runs with a single propeller and is powered by a marine motor.

Its had a little use, but these days I have no time to operate it. I also have a second boat which belonged to an ex member of yours Don Westwood. I inherited this and do not wish to sell it but 2 boats, with the numerous hobbies that I have, is too many. I was wondering if any of your members would be interested in it. I would like it to go to a decent home and for someone to get some pleasure from it. I would be open to reasonable offers. I'm looking for approx £80.

Please feel free to give my email address to anyone that may be interested, or they may contact me on 07791 792907.

I am based in Margate.

Kindest regards.....Paul Howard



Barrie

has requested that his Robbe U-2540 submarine is re-advertised for sale.

To jog your memories, it is a 1/40th scale working model of a late WWII German submarine.

It is virtually an untouched kit manufactured by Robbe, the respected German model company.

It is a big model, it's 1.9metres long and weighs 12 Kilos when built. It does however split in half to aid transportation if required.

Barrie is asking for **£150.00** for the kit, this is very reasonable as it now retails at over £600.00

Phone Barrie on 01843-589546 for details.



Warrington

Now that most of the members are operating on the 2.4 Gig frequency, there must be a glut of unused and unwanted 40meg equipment out there. Your editor for one, is looking for a 7 channel Futaba 40meg receiver and Reg Archer is after a multi channel 40meg transmitter, both are needed because those damn un-english weapons (submarines), won't operate on the 2.4gig system. Contact Alan P if there are any spare ones for sale please.

Thanks from Elaine

Elaine Greenland wishes to thank all the membership for their kind thoughts and also the support she received when her husband Ken passed away recently. She would also like to thank all the members who have given so generously when purchasing items from his estate relating to his hobby. The cash raised will help to buy a water feature which will be placed in their garden as a memorial to Ken.

Readers Models

It appears that, after a long time alone, I have now got another U- Boat commander to do patrols with., **Reg Archer** has bought a model submarine. It's a Krick U boat type VII b.

The model is a semi ballast system that partially floods down then continues as a dynamic diver, the system works well and the results make for very realistic operations.

The size is just over 1 metre which is very handy, most model submarines are a bit large for transporting which is probably why we don't see that many about.

The scale is 1/60th. Reg acquired this model at the Ramsgate ships rally from an associate and he is now sorting it out and learning how to operate these machines, it certainly looks good on the water and, hopefully, under the water shortly.



It was mentioned in a previous KK that **Phil Ribton** has been constructing a Springer tug.

This is now almost finished and has been conducting 'sea trials', but this is no ordinary Springer, this one is twice the size of the normal models that we have in the club. The photo,s don't really show this because there is nothing in the shots to compare it with but in true Phil style, he has built it big and strong and out of his favourite material– wood!

The workings consist of a single electric motor which is a "buggy" motor, this was obtained from his brother who is into model engineering and uses this sort of motor to power electric locomotives. These motors run on 24volt supply, not a problem but the speed controller also has to be able to handle 24volts and at the moment, only Electronize speed controllers seem to be able to handle this voltage. The propeller is a 75mm 3 bladed brass one from Prop shop. At the moment, the steering is controlled with a large bladed rudder but a steerable Kort nozzle is planned for the future because the block shape of these models don't help when manoeuvring astern. This is a very powerful model and I am sure will be used in many rescue missions in the future, those two large pusher horns should also sit squarely on the transom of the dinghy so maybe I will not have to row so much.

Since this article was prepared, Phil has now fitted a Kort nozzle, see Modelboatbits article in the following pages



We do not see many models of ferries in our club which is surprising as our area is famous for the ferry industry. One of our new members **Mr Kelvin Castle** has addressed this situation by building a model of the Sealink ferry **Vortigern**. Kelvin enlarged the Model Boats Plans Service drawings from 1/150th to 1/100, this then opens up the possibility of using commercial fittings from manufacturers who deal in 1/96th scale and yet, still allows the model to be a manageable size for transportation. It also makes it compatible with many other models made to this scale in the club.

The hull is a wooden plank on frame construction with the superstructure being built from plasticard sheets. The nicely carved funnel is constructed from a block of balsa wood. Kelvin used Deans Marine photoetch railings on the model, there are of course many of these all over the boat as you would expect on a passenger ship, he also made use of several



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other white metal fittings from this company. The lifeboats are from Quaycraft, another manufacturer of model boat fittings.

The whole superstructure lifts off to gain access to the workings, this consists of twin electric motors driving the twin shafts, all managed by their own dedicated speed controllers. Up in the bows there is a bow rudder and bow thruster, this arrangement makes running astern much easier although Kelvin tells me that she is a little slow to respond. The Radio is a Futaba F18 system operating on the 40 Meg frequency.



The next model featured is also from Kelvin, I make no excuses for publishing two models from the same builder be-

cause both of them are rather unique, having slightly unusual models to describe is refreshing and I am sure, of interest to all the membership.

The tug **Parat** is built from the Graupner kit and was described in detail in a copy of the Model Boats magazine some years ago. The main difference between this model and other tugs is the propulsion system, this one uses two Voith Schneider units. The photo (above right) shows the layout in the model, both units arranged side by side just forrard of the centre of the boat. These units are the commercially available ones supplied for the model and purchased separately, not cheap but unless you are up to building your own like our Dave Cowlin has done, you have no choice. The rest of the model is well researched and nicely finished off. Towing with this one should be interesting!

Mutley's Model Shop

If your in the Canterbury area, have a look at Mutleys Model Shop, it's at 112 Northgate now but was in the old covered market before. It's a bit hard to find but is near Sainsbury's on the Sturry side of Canterbury. The shop stocks mainly model railways new and second-hand, but sells Humbrol paints at the best price I have found in our area. Also stocked are electrical lamps and wiring and Oxford die cast vehicles etc. He is also a stockist of Airfix kits and a good range of them can be found in the shop all at very reasonable prices. At this moment in time he does not intend to carry many, if any, model boat bits as they are so varied and don't move off the shelves very fast, once you have purchased the basics there is a long period of construction when you don't need to buy much else. Nice to get a shop such as this back in the Canterbury area again.

Model Boat Bits

Phil Ribton has found a supplier of model boat bits on the internet who he has recommended. They are called Model Boat Bits www.modelboatbits.com The owner is very approachable and gave Phil first class service when he called looking for a special size of Kort nozzle for his pusher tug. Phone number is 01952-222171.

The day a mother duck drove us Quackers

One year we were enjoying a holiday in Llandrindod Wells, a charming spot with plenty of shops a theatre and a nice park with a large lake in it.

We decided to pay a visit to the lake and enjoy its tranquillity and to watch the model boats and the wildfowl.

We sat on the bank watching the ducks and a few model boats near the centre of the lake; we saw that one duck had three little yellow ducklings trailing behind her, which we thought was charming. Then we saw the duck lead her ducklings from the centre of the lake toward the edge. They then travelled around the edge until they were directly opposite where we were sitting. As they came abreast of us, mother duck began singing in a loud voice: Old MacDonald had a farm, ee-I-ee-I-o, and on this farm they had.....

Honestly, we were so surprised that we nearly fell into the lake. It turned out to be a radio-controlled model, and then we spotted the owner with his handset – chortling at our expense.

Gordon Adey, Tenby Pembs.

This is a copy of a letter published in the Daily Mail recently, Kathy King spotted it and thought it amusing, especially as we have some members with similar (boats!)

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Peter has had an email from some students at Canterbury University requesting that they come down and do a study of our facilities with a view to drawing up a thesis about how to redesign and improve things for a club such as ours. We thought that this would be a good opportunity to get the clubs name known in and around the student population of Canterbury, so we have agreed to accommodate them and give them any help we can with their project.
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For some time now at our meetings it has been mentioned that Charles Male is preparing an article about resistance soldering, this might seem a bit technical but it would be of enormous help to anyone contemplating building a model in metal or just soldering up a complicated structure. Charles has now contacted me and has discovered a major problem that has caused him to delay the article. Our friends in Brussels, have banned the use of solder paste! This paste formed the basis of the project and until an alternative can be found, the process cannot continue, Charles apologises for this but, but as he say's, it would be silly to produce an article that flawed by not being able to obtain the raw materials at the moment.

Worth a Visit?

I have received some information about a new model shop in Norfolk. I know its quite a long way away from Kent but if your visiting the area it might be worth a visit, I will certainly be looking in when I'm in the area.

Its in Snetterton, that name will ring some bells with the car enthusiasts amongst us, it has been billed as the Worlds Best Model Shop, quite a claim!

Details below

SNETTERTON PARK MODEL SHOP
THE WORLDS GREATEST MODEL SHOP
SNETTERTON PARK
SNETTERTON NORFOLK
NR16 2JU
TEL 01953 887878



I have also been told that the shop owner has purchased a massive model of the "Big E", That's the **USS Enterprise CVN-65** to be precise, the first nuclear powered aircraft carrier, in real life she is 1,123ft long and has a beam of 257ft, that means she is wider than the complete length of a Type 21 U Boat laid across the deck. The model is about 18ft long and 5ft in the beam.



Another large model aircraft carrier was spotted at the Brighton Modelworld Show held in February. It is a **Lego** model of the American carrier Intrepid. What a monster, she is 23feet long or 7 metres in new money. The construction time took over 1 year and a "few thousand" **Lego** bricks. You may recall James May building a house from **Lego** bricks but he had nothing to do with this project.

Brightlingsea Model Club

This club is located in a small coastal town in Essex. It had advertised in the modelling press that they were going to hold a warship event, and as I was having a short break in the area, I made the effort to go to Brightlingsea and have a look. To be honest, this was to good an opportunity to miss because as most of you know, I quite like warships!

I found the lake easily; it is quite a large lagoon with several large islands in it. The close proximity to the sea makes the water slightly brackish but it is a nice area with low wooden edging that allows for easy launching of models.

Their club hut is a wooden building next to the water and houses all their equipment and doubles as a meeting room, models and photographs are also displayed inside.

The club Commodore, Bill Scales, made me very welcome and offered me a tot; well it was a navy do! They had some nice impressive models on display and on the water, most of them warships but there were some others making up the numbers. Before leaving, I gave them a few of our own club handouts which were well received and snapped up by their members, a bit more publicity for us.

Show Report.

The Model Engineer Exhibition this year was early, it was on the 10/11/12th December, I always attend this exhibition and this year was no exception. Once again I have to report that it was not at the standard that I have known in the past, there were only a handful of marine models in the exhibition and out of those very few were of subjects that most modellers would recognise in our club environment. There was some nice static ship models and several scale sailing types but only one as I can recall, of a model power boat and that was from a kit.

Despite this there were highlights, one particular trade stand looking after the model boater was "A Model World", a name that will be familiar to some because of their advertisements in the modelling press and their very reasonable prices, the reason for this will become clearer later. On this stand I spotted the ARTR (Almost Ready To Run) Graupner model of the battle cruiser HMS Hood. This was still in its crate, a wooden frame that supports all the delicate parts whilst under shipment from, yes you've guessed it, China. I spent ages studying the model in great detail, OK there were a few parts that could be better and some that would benefit from some extra research but in general this was a superb model. During my examination, the owner of the stand approached me to offer some extra information, he told me that his company had recognised a niche in the market for quality ARTR models. He informed me that because he supplies kits from all the major manufacturers and turns over so many, his prices are very good, almost unbeatable. Because of this, he very often gets a customer who just cannot build a kit but is still desperate to own a model built from the kit and as "A Model World,"s owner has connections, he knows modellers who are willing to construct kits on commission but, the waiting time for a model to be finished is very long and can be expensive. A ready built purchased model from a trusted supplier could satisfy this demand.

Graupner has for several years now been producing its Premiere line of almost ready to run kits. The range has grown from large sailing ships to famous warships with new models being introduced regularly. A Model World has been dealing with this company for many years and has been able to obtain them in sufficient quantity to be able to offer them at a much reduced cost to the public. Typically the big warships cost around £1,300 but A Model World's price is around the £800.00 mark, quite a saving.

The full range can be found in the Graupner catalogue, the quality should satisfy those modellers who cannot build but just want to sail a nice model and the modellers who build for others can still continue to do so, there is still a place for the individually constructed model.

Although most of the above relates to the company "A Model World", I must mention our own local model shop for those who live in the Dover area, "**Turners Models**"

After my visit to the MEE exhibition, I spoke to Terry and Shirley, the owners of Turners, They also stock or can get these ARTR models and can offer them at similar prices!

Currently they have a number of them in the shop all at the very reasonable prices offered by other outlets. If anyone is interested in these models why not pop into the shop and see them first hand, Terry would be more than happy to show them to you. It is nice that we still have a model shop in our town and as they carry most things that we need, let's use them.

Illuminated Event March 25th Kearsney Abbey

This was our first general event this year, the weather was excellent which also matched the attendance, we were very pleased to see so many boats on the water, all illuminated.

There were thirteen models being displayed and all were to a very high standard, the judging of who was to be awarded the first place was an almost impossible task, I mention this every year but if correct lighting were to be displayed, the effect would not be very exciting, going over the top a little bit adds to the spectacle and is to be encouraged. As there were so many nicely lit models this time, we decided to award two prizes, a first and a second. One for general overall effect and one for the most correct(ish). **Derrick Rudge** took the first award with the sternwheeler *Dixie* and **Reg Archer**, the second award with what was described as "*Snow White and the 7 dwarfs with Dopey hitching a lift tour.*"

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Chris West displayed his Kipper Catcher trawler, **Kelvin Castle** brought along his Yorkshireman tug, **Barbara Rudge** ran the Ursus tug, **Roger Sutcliffe** had his pusher tug Eurogirl, **George Sutcliffe** Had his puffer Highlander and also the Trent lifeboat running, **George Liversage** had a sternwheel paddel boat out for its maiden voyage, **Dave Cowlin** ran his Admiral Day, **Clifford Hope** had his drifter Peggy which sadly lost its engine and **Kim Belcher** ran his dive boat Diving Belle, lastly but by no means least was **Phil Ribton** with the Lulonga.
Congratulations to all those members.

Deans Marine October Visit.

On a trip up to Yorkshire recently, I called in to “Deans Marine” the well-known producers of model ship kits, at their factory near Peterborough.

I needed some parts for my latest model and after looking on their website, discovered that I could pick up what I needed by making a personal visit. The postcode was put into the satnav and off I went, the factory is actually quite remote and after driving down a small, narrow lane for half a mile or so, I came across it.

As the car was being parked between a complex of outbuildings, I spotted Ron Dean himself working in an office to my left. The entrance was in another building where I was greeted by one of his staff (he employs 15 people) who asked me what I was after, he escorted me through to the fittings section where there were literally thousands of fittings displayed on boards and in draws ready to be made up into the kits or sold separately. Unfortunately I didn’t get his name but he was very helpful guy, after we had discussed the parts, he sorted out what I wanted. At that moment Ron Dean appeared and we got talking about modern warship fittings, which he does not produce - yet.

He explained that modern warship fittings after the 1960,s period were not produced by Deans Marine because they had no modern warships in their range of models and as there were other manufacturers making these, he had not ventured into this type of fitting.

He then asked me to follow him into the office where he showed me photographs and gifts presented to him by companies who he had made models for, Maersk Line and Cobelfreight for instance, and also commemorative plates from Vickers Shipbuilding showing many famous vessels including the latest submarines, it was a real pleasure to see these items. He then took me through to the showroom where all his range is displayed, these are beautifully presented and it was a pleasure to be able to study them all first hand, I was in my element.

I know he was a very busy man but he then found time to give me a guided tour of the rest of his business, we visited the outbuildings where he does work for some government organisations, there were storage areas for all his range of masters that are used to make the hulls, laying up sheds where the hulls are produced in fibre glass and he even has a large pool set up with docks, lighthouses and sculptured banks that go down to the waters edge at the back of the buildings. A backdrop is set up and coastline pictures projected on it to give realistic backgrounds to his models when they are filmed or photographed for advertising or TV work.

Other sheds on the site house some really big models, I saw a massive G3, the ship that never was, the design being reduced down to the Nelson and Rodney class of battleships due to the limitation treaty’s of the time, these models are used on the pool for demonstrations and Ron said that his small tugs in 1/96th scale can tow them satisfactorily. The local boat club can also use the pool if required for shows etc.

I was more than impressed with Ron Deans easy going attitude and his hospitality especially as I had called unannounced, He is very obviously totally committed to his business which is also his hobby and loves to have a joke with fellow modellers who try to test his knowledge about his products, they usually loose!

And finally, he invited me to get a group together and make a further visit sometime in the New Year, I know Fred at Ramsgate has organised one already but having had a taster myself, are there any takers from the Dover MBA?

Thank you Deans Marine.

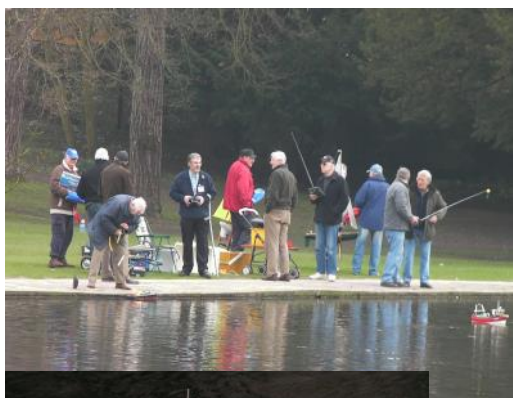
Troll Patrol Mk III



For those in the club who do not recognise the model on the left, this is the famous Troll Patrol now in it's Mk III version. Chris West the original builder has purchased it back from Ken Greenland's estate and completely revamped it. Now sporting a black painted hull she is back in the club, kindly now donated by Chris who finds her a bit of a handful to move around these days. Phil Ribton will now be operating her officially on behalf of the club, but anyone can have a go at club events.

Thanks Chris for your generosity.

One Sunday Morning.....



Do you recognise yourself in this picture? I was surprised to see so many models and members out on a normal Sunday morning in March, and there were more to come, several others turned up just after this picture was taken.

Below can be found a small selection of pictures taken at the Illuminated event on March 25th, most of the pictures taken were too dark to reproduce effectively, my apologies if your model is not featured. Ed.



MBAD Club information

Model Boat Association Dover Club Committee Members July 2010

Chairperson : **Mr Maurice Job** ☎ 01304 611403

Secretary : **Mr Peter Cook** - ☎ 01233 647239
Email: secretary@mba-dover.org.uk

Treasurer : **Mr Maurice Job** ☎ 01304 611403

Membership Secretary:
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Webmaster: **Mr Phil Ribton**

Scale Secretary : **Mr Len Ochiltree**

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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