

The MBA Dover Newsletter



Issue 38 Summer 2012

Welcome to the summer 2012 edition.

As we entered 2012, we knew that the lack of rainfall was going to be a problem for all of us, and by March, this was made official when a drought situation was announced by the Government for the South East of the country.

It was obvious that the water levels at Kearsney were lower than usual, Russell Gardens and Bushy Ruff across the road were almost dry and it was mentioned at our meetings that something needed to be done. The reason for lack of water was simply due to very little rainfall, we are powerless to help and must feel lucky that we do at least have water in our lake and can still operate our models safely. When the Fairwind Yachts starts grounding, we will know we have a problem!

However, as the summer arrived so did the rain, we actually had record amounts of the stuff but it did not help because the ban continued and probably will do so for the rest of this year whilst stocks get into the ground and the reservoirs fill up. This of course means that we are prevented from filling our display pond by law. After discussions with members, it was decided that we would still go ahead with the Dover Regatta but all this was to become academic because in early June, the Dover Regatta was cancelled. This was unfortunate because we enjoy this event and had asked other guests along to display with us, not to be outdone we re-arranged that an extra club regatta would take place on that weekend at Kearsney.

In the last issue I made mention of our new website. This has now been completed and is live. The old site is still there in the background but any access should direct you to the new one automatically. Those of you who have seen it will notice a vast improvement, it is easier to navigate and all the information is up to date. There are still odd parts that need to be looked at but most of us are well pleased with the result. Another section new to the website is the members page. I have taken the initiative and had my own page created. I am very happy with it and already have had some related emails from other modellers with similar interests.

The AGM took place on May the 2nd. It must be said that only fifteen members attended this meeting and considering our membership stands at over seventy plus members, this was disappointing.

There was only one resignation from the committee, this being Mr Alan Hounsell who stood down as the yacht representative. Alan had taken on the job after leaving the main committee due to work commitments. We thank Alan for his hard work in these positions and now hope that he can enjoy, just being a member.

The position of yacht rep was not filled immediately but at a subsequent regatta, Mr Colin Goldsmith volunteered his services to the yacht section and is now our yacht rep, welcome Colin.

Your new committee will continue to work to keep the club running in a way that has always been our aim, that is to stay as a friendly club for likeminded individuals, with not too many rules!

Just a gentle reminder that our monthly club gatherings now normally include a short workshop at the end of each meeting which has proved to be popular so do try and come along.

Happy Boating Alan

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For Sale

As a gesture of goodwill, member Mr **Ken Cooper** has donated a model to the club to be sold to aid club funds. The model is fully operational and is complete with 2.4 Ghz four channel R/C.

The model can be viewed at the storage shed and we have displayed it at our club regattas. The asking price is negotiable but considering the model and equipment fitted, it should realise a good figure but we are open to sensible offers. The model is a motor yacht that is fully detailed with motors and batteries included.

We have also had a model for sale from a relation of a member who has passed away. This one is the Model Slipway Range Safety Launch. It is again complete and ready to run and has some other related parts included in the sale. Originally built and owned by Mr Don Westwood, some of the older members would remember this boat that he called Megan. Don regularly operated the model with us at Kearsney and even displayed it at outside events as well. It is now being offered by Mr **Paul Howard** who lives in Thanet. His phone number is 07791792907 Any reasonable offers would be considered.

Mr Den Wellard has a complete Model Slipway Broom 44 for sale, £100.00
Contact..... Alan for details 01304 853242

Mr **Bernard Le Ny** is looking for a club 500 model to race with us at Kearsney, if anyone has a spare model for sale, please contact Alan who will put you in touch with Bernard.

N.B. It is now a club policy that we will not get involved with any negotiations concerning the sale of models. If the price required is not stated by the owner, it is up to the buyer to negotiate the price themselves.

MBAD Club information

Model Boat Association Dover Club Committee Members July 2012

Chairperson : Mr Peter Cook - ☎ 01233 641599

Secretary : Mr Alan Poole ☎ 01304 853242
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Treasurer : Mr Douglas Turton ☎ 01227 752244

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Yacht Coordinator :
Mr Colin Goldsmith: ☎



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

Members New Models

Mark Mclachlan has built a Finnish Navy “Jurmo Class” fast assault landing craft from the Nautical Marine kit. The model is water jet propelled using the commercial Graupner thrust 2 units with reversing buckets. Power is provided from twin 13 turn brushless in-runner motors that normally produce 22,000 rpm but this model has twin Olympus 3:1 belt drives which reduce the revs to 7330rpm. As with all these new brushless motor set ups, the batteries are the key to the performance and consequently two 6 amp, 7.4 volt Lipo (Lithium Polymer) batteries rated at 50C are used, I am told that the figure 50C is to do with the discharge rate and this figure can allow up to 3,000 amps to be drawn initially.

The model itself is unusual in design, the cabin structure is aft with a forward ramp incorporated in the cargo area cover, this streamlines the craft and provides a measure of protection for the load. The jet drives are prominent and project out from the stern of the boat. It is painted in authentic olive drab camouflage paint and looks very realistic on the water.



Obviously, this model is very fast and must be operated with due caution on our Kearsney lake. (ed.)



There is some confusion as to how these brushless motors are described, apparently in the model car world they are rated by the amount of turns in the windings, but in other applications, i.e. boats and aircraft use, they used Kv rating, this means for a rating of say 900 Kv, for every volt applied the motor will turn at 900rpm. At 10volts, 9,000 rpm and so on. Marks boat has model car motors fitted therefore he describes them as 13 turn motors.



A different view of our water taken from the far bank, note the camouflaged model in the foreground made only visible by it's wake. In contrast Chris West's colourful trawler stands out well.

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Derrick Rudge is better known in the club for operating sailing boat models, so when he turns up with a power boat, that is a bit unusual but now he has gone one better and built a submarine, it's a dynamic diving freelance model and judging by the amount of times he spends with it down at the lake, it is obviously becoming a favourite model.

It was a free plan with October 2001 MMI and is now available from their plans service as No MAR 2901 called Undine. It is 790mm long and uses three r/c channels to operate, forward dive planes, rudder and speed controller, a single MFA 385 size motor powers it all running off a 7.2 Ni-MH battery pack.

Construction could not be simpler, it is all ply and balsa with scrap bits & pieces making up the fittings, the forward gun for instance is also the on/off switch.

The simplicity of the design is attributable to Hal Harrison who makes many simple basic models and is always in the modelling magazines with his models.

The only modification that Derrick has made is to add some extra saddle tanks to aid stability, these are simply medicine/pill canisters cut in half and stuck on.

In operation the model fills with water until the decks are awash, apply motor power and the forward motion acting over the forward dive planes force the model under water, back off the speed and the boat surfaces again... simples!

Derrick is mastering this little model and can now keep it submerged for quite some time, even making underwater turns without breaking the surface. This is a great cheap way to get into the underwater modelling world.

Right Derrick's Submarine

Below...Dean's Glasgow is prepared for it's maiden voyage



Mr Dean Tapley has been building the Graupner kit of the paddle tug **Glasgow** as part of the U3A course that is run by **Kim Belcher** from his house in Canterbury.

Dean had this model for some while and it was lying unmade in a cupboard until he joined the group and started learning new skills again enabling him to build and get it on to the water. Dean and **Dick Church**, another U3A member of Kim's group have joined the MBA-Dover club and both now enjoy the facilities at Kearsney. The Glasgow performed



very well on its maiden voyage and Dean is looking forward to sailing her again shortly. U3A stands for "University of the Third Age" and it is designed to introduce extra skills to those senior citizens who are looking for something to occupy their spare time, model boat building is just one of many skills being taught by the groups.

Left ...The Glasgow afloat at Kearsney.

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This is a model of **Remnantia**, a scratch build tug constructed from materials that have been left over, remnants! The model has been built by **Paul Middleton** and this is his first model boat. The design is from the Glynn Guest book that shows basic modelling drawings, hints and tips. It is a great way to start building model boats and the beauty of his designs is that they all work and look good, on and off the water.

A few details from Paul: The hull is balsa wood clad in card to represent plating, the card extends above the deck to form the bulwarks. The superstructure is balsa and several bits and pieces make the fittings, all from scrap materials, only the two small cowl vents were purchased. The model is approx 20ins long and has a beam of 4ins. Inside this small model Paul has fitted an MFA como 380 motor that is coupled to an Mtroniks electronic speed controller. A planet T5 2.4ghz radio is the preferred R/C system. A Graupner smoke unit that operates by burning oil is squeezed into the slender funnel and there also a full set of lighting installed as well. The model was bravely given its maiden voyage at our Illuminated event in March as was mentioned in that report, and it has since been seen regularly at the lake operating very well.

RightRemnantia



Left ...HDML

Mr **Richard Sadler** has been building this HDML (Harbour Defence Motor Launch) for some time now. Richard has rejoined the club recently, he was one of the early members of the club and now that work does not get in the way, he can get on with his hobby. The HDML's are an attractive project, the drawings were scaled up from 1/2 inch to the foot to 5/8 of an inch. This increased the size from 36inches overall to 45inches and makes the model much more impressive. The hull is double diagonal plank on frame and skimmed over with Isopon which is then rubbed down to give a very smooth finish. All the superstructure is built up from plasticard and the fittings are all scratch built. I noted the detail on the gun and found that Richard had used model railway rivets on the gunshield detail and the recoil tubes that show in the barrel are the springs from Biro's. She is powered by two Graupner 500 motors of the low drain type but despite this the model has a good turn of speed. Twin brass props give a nice scale look to the running gear. There is a preserved HDML in existence and this model sports the colour scheme that is used on that vessel, it's a nice shade of grey!



Illuminated Event March 23rd 2012

What a glorious evening for our first event of 2012, the sun had been out all day and the evening was superb with no wind and a clear sky, on arrival at the Abbey around 6pm, some of the members were already there and soon afterwards many more turned up. Down at the water-side, models were illuminated and placed on the water; they all looked great and as the light faded the reflections on the calm water, made them all look even better.

In all there were 15 models on show, I believe this was getting close to a record for the amount of models being shown which means this event is once again, one of our most popular meetings.

The members attending with models which I recorded, were, in no particular order, **Peter Cook** with Cindy Celeste, **Derrick** and **Barbara Rudge** with the musically equipped paddle boat Dixie and the tug Ursus, **Chris West** with his Kipper Katcher trawler, **Graham** and **Bob White** with Orca from Jaws and Bobbie the pusher tug, **Chris Day** had his German police boat Bremen and **Ken Frisby** brought along his model of Katie Ann. **Paul Middleton** bravely sailed his first model on its maiden voyage in dark, this was named Remnantia.

It was nice to have **Reg Archer** back again with us after a spell of illness, he had built a new model of the Royal Barge and keeping Granddad company was our youngest entrant **Megan** with her model Meg. **Don Fullbrook** sailed his Clyde puffer Northlight and **Keith Worsdell** sailed the only yacht on the water, the Fairwind Marilyn.

Lastly **Bernard Le Ny** had been working up to the last minute getting two models ready for the event, the RAF Tender 206 and an airboat named Kingfisher.

Well done to everyone who took the time and effort to get their models on the water and to display them so well.

As this was a competition, there had to be a winner and this time the trophy was awarded to Graham White with his model of Orca, the judging of the boats is never easy and normally we find an unsuspecting member of the public to give us their opinion but as I could not find anybody willing to help, the committee made the decision this time. We hope that Jaws was not left cruising the waters of Kearsney waiting for us.



Paul Middleton's *Remnantia*

Once again at this event I did not get many decent pictures of the models illuminated, please accept my apologies but getting clear pictures at night is not that easy, they look great until you put them up on the computer screen where they are disappointing. Alan....

Club Regatta 15th April

Our first regatta was very well attended, all the steering, towing and club 500 events were accomplished without incident and all participants enjoyed them.

A lot of our newer members were on hand to help with the setting up and breaking down of the equipment, this really helps because the trolleys seem to be getting heavier, or are we just getting older?

The weather was also kind (ish) to us, It was sunny for most of the day but a strong breeze caused us to make sure all the guy ropes were attached securely to prevent the regatta turning into a gazebo kite flying show.

The yacht section managed to take advantage of this breeze and completed their three races on time, I counted six boats competing, all Fairwinds.

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On the powerboat side, we had a good selection of models on display, those that we see regularly were boosted by several others that are owned by our newer members, most of these were entered into the competitions organised by Len our scale secretary and all performed well.

The timing of the competition events was very well organised with the yacht races slotting in well with the powerboats events, this allowed members who wanted to participate in both disciplines to do so without rushing or missing their slots.

The Club 500 racing also took place but due to retirements probably due to their first outings this year, the fleet was seriously depleted with only two boats managing to finish the races. Quite a number of enquiries were received about the club 500 boats and it looks like the lack of entrants might be addressed very soon!

Len brought along the sailing boats made from pipe lagging and described to the membership how they were made, it is hoped to hold an across the lake race at the next regatta.

A nice first regatta.

Sunday 13th May, club regatta.

Considering the amount of rain that we have been experiencing lately, the weather on Sunday 13th! was very good, sunny for most of the time with a breeze getting up during the day. A speedy set up of the compound was completed early and the models were got ready for display on the tables. The yachts were competing in the regatta series of their summer yacht races, the breezy conditions was good news for them.

Len, our scale secretary, had set up the course for the Springer tug push first and as usual, this event got away on time with four Springer's competing. A break was followed by the steering competition at midday and the towing competition at 1.15. When these were completed we held three, back to back club 500 races. Due to the amount of entries being low, the competition slots were shorter at this regatta but this spare time did allow for more free sailing and at the end of the day the Pipe lagging Galleon race. The idea was that these little free sailing boats were released from one side of our lake and the winner was the first to get across to the far bank. As the breeze was changing direction all the time, it was purely luck that carried the winners across, several were well ahead only to find a gust of wind changed their course and then left them stranded. Many ended up in the branches of the island and two were pushed under the bridge and were rescued by the dinghy.

This was a real fun event that brought the whole club together, the little boats can be made for almost nothing and take no time at all to build, we had done this before some years ago but thought another try at it would be worthwhile, how right we were!

The equipment was packed away in the evening sunshine and the compound area cleaned. This was another successful regatta for all sections of our club.

Club Regatta 24th June

Well it had to happen, after waiting all morning for the rain to clear we finally decided to abandon this regatta. Although the weather did improve slightly, most had drifted away home by midday so no regatta for June.

Club Regatta 8th July

This was an extra club regatta that was held to replace the cancelled Dover Regatta that we should have attended on both the Saturday and Sunday.

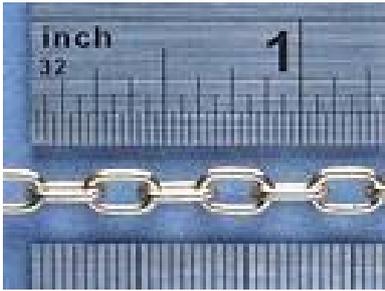
The weather forecast was again very poor but we decided to continue and set up the compound and enjoyed a nice morning at least! The torrential rain downpours from midday onwards caused us to pack away early, but we did get in a round of competitions to add to the overall scores for the year.

It was also the British Grand Prix and the men's final day at Wimbledon so the sporty boaters went off before the rain anyway.

A good test for the new Gala tent though!

Anchor chain

When looking at a ship model, the anchor chain, properly called cable, seems mainly to be modelled or should I say bought in, as a length of ordinary chain. By this I mean single links that are seen all over the place and used for most applications, but not anchor chains on most large vessels.



Left... *Single link chain*

Right.... *Barred link or Stud link chain*



Ships anchor chains are normally stud link chain, or sometimes called barred link chain; this chain is stronger than normal link and has the advantage of not tangling up when laid into the chain locker.

For our modelling purposes, this chain is available in a variety of sizes and looks much more authentic when added to our scale ships.

Recently I needed to get some for my latest warship model and thought there would be no problem finding it, how wrong I was.

I could get all the sizes apart from the one I wanted. The French company of Cap Maquettes had it listed but it was now unavailable. I tried just about all of the companies and most of the listed outlets, but the answer was the same, they used to do it but now cannot get it. I was told that this chain comes from China and because there had not been a big demand they had stopped production, and everybody gets it from them these days!

Eventually, I found a model outlet that did have a length of old stock chain, Ian Adcock at Midway Models in Leicester (0116 2701609) found some in his shop, and naturally, I snapped it up. The alternative was to solder a bar across a normal link but the thought of doing this was daunting to say the least.

When ordering chain it is normally bought as links per inch in the model world, so if for instance you know that a full size link is 1ft long, it should be a simple mathematical task to say that a model at 1/4 inch to the foot would have 4 links per inch. Not so, because each link goes into the next, you end up with 5 links, actually providing the diameter of the wire is in proportion, you end up with slightly more links than that in an inch of chain.

OK, I know I'm rivet counting but when you try to run the chain onto a scale built capstan or windlass, it won't sit correctly over the teeth of the gypsy or gearwheels if it's not the correct size. Ask the real sailors amongst us, they'll tell you.

Since writing this piece, I have located a new supply of this small chain from Holland. The Dutch agent for Cap Maquettes is **John Van Gent** who I emailed and by return he told me that he could still get it and gave me the price, I paid with Paypal which saved all the hassle of getting Euro's over to him and I now have what I need.

M.Y. Octopus

Anyone who drove past Dover Harbour on Monday 9th July would have been surprised to see a large motor yacht in the harbour. She was the MY Octopus, one of the largest privately owned motor yachts in the world. She is owned by Mr Paul Allen, the co founder of Microsoft and is a stunningly good looking vessel. She carries two helicopters, one of which could be seen on her deck and also two Submarines! One for sightseeing and a ROV as well.

This vessel is reported to have cost \$200,000,000, that's two hundred million dollars!

Check out the internet for more info on this remarkable vessel.