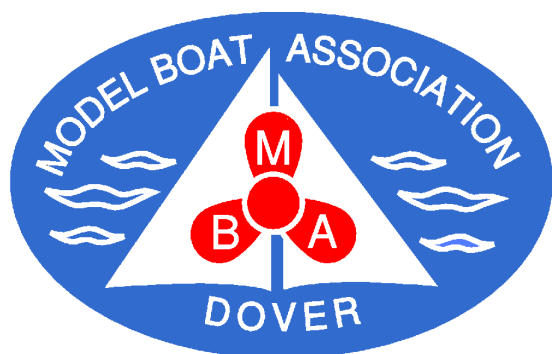


Winter 2000

MODEL BOAT ASSOCIATION



DOVER

NEWSLETTER

Hello Again

I cannot believe that nearly a year has passed since my first newsletter in the Spring. Here we are with No3 already, how time flies!

Generally it has not been a very good season for us weather wise, several regattas had to be cancelled due to heavy rain, however that's something that we can't control (pardon the pun)

The little tugboats are proving to be reliable and have provided a lot of enjoyment for the 'youngsters' who have operated them. Doug took them for a test outing at a school in Whitfield and was swamped by children wanting to have a go; he said that the queue was out of the doors!

Frank Jobson has built us four boxes to store them in and keep them safe, thank you Frank! (*I do like a nice box*).

Still on the subject of the tugboats, It was suggested that a smaller more manageable, purpose built pool be constructed, this would be set up easier and quicker than using a part of our main pool. Basically it is about 1ft deep and is octagonal in plan view, 10 ft across. Frank Jobson very quickly

obtained the materials and has built the sections needed. Alan Hounsell kindly donated the liner, and it all came together at the Dover Regatta where it was assembled for the first time and used to good effect.

Once again, thanks to Frank for his woodworking skills and Alan for the donation.

Alan has also supplied drawings for an oil rig and barge that he feels would provide a more realistic and interesting feature for the competitor to tow, and for the public to watch, than the one we are currently using.

I think this may have to be a winter project for the club to get ready for the new season.

The record sheets are flowing in quite steadily now, but please remind me if you're still waiting or are expecting yours to arrive.

The Swans at Kearsney were in the news during July, apparently the council wanted to cull some because of the numbers, the public made some strong objections to these proposals and although they do affect us, we made no comments.

There is no doubt that they are magnificent birds but they can

cause an enormous amount of damage to a model boat that has taken many months to complete.

Whilst on the subject of wildlife, there have been sightings of Adders in the park. One bit a friend of mine as he walked his dog on the far side of the lake, they seem to be up in the wooded part, well away from our operations, but be aware!

Following a decision to change the position of our display at the next Dover Regatta, the committee and sub-committee held a site meeting on Dover seafront to check out the possible new locations. The one chosen is on the green directly in front of the Churchill Hotel, a prime site offering excellent viewing for the public and good access for us with models. It was also suggested that we go for the two days this time but we need to be able to get enough members there on both days to make it worthwhile. We have sent out a few feelers to see if our fellow modellers from other clubs in the area would like to come and have a friendly sail with us.

Club Nights

Starting in Feb, next year, we are going to introduce a 'Workshop'

Club Nights Cont.

Section during the second half of the meeting. This will take the form of a club member taking the floor and showing how 'to do it', on various model subjects, such as electronics, construction with plastics, and dare I mention it *submarine systems* if anyone's interested.

If you want to know anything specific, let us know I'm sure someone in the club has the answer.

Roger has been booked for the first workshop on electrics, so *get your questions ready*.

I'm sure it will be fun and you might learn something.



A general view of the venue at Bybrook Barn

The Back Page

Graham Miller of Creative Model's has kindly offered a generous donation to club funds in return for an advertising feature on the back page of the newsletter. This means that my back page, which usually contains late news, will be renamed, ***Next to back page***.

Regatta & Show Reports

Crabble Mill 18th June

Although I did not personally attend this event, I am told that the organising of the event left a lot to be desired. For our part, all was well with all those attending using the mill pond to good effect, but roads were not closed as promised and there were very few members of the public around to watch us *performing!* The weather however was sweltering hot.

Bybrook Barn 24th June.

This was a one-off new show that we were asked to put on, it was well received by the membership and well supported. I counted 40 models on display and that was without Derek's 'Fleet'. The water was interesting with various islands and a bridge to negotiate; a large amount of people used the bridge as a good vantage point to watch

the models from. Our very own Yorkie bar eating secretary Alan Hounsell drove the truck with all the tables etc to Ashford

We set up on the south side of the Garden centre only a few yards from the busy A20 Motorway, this proved to be a little noisy with emergency two-tone horns sounding for most of the day.

The only drawback was lack of a suitable launching/recovery spot, we did however make our own from a couple of pallets and fencing stakes. Apart from the threat of rain and a cold breeze, we all enjoyed the day and had plenty of sailing time.

Regatta 9th July

This regatta was cancelled due to heavy rain. (A familiar story)

Teddy Bears Picnic 30th July

This re-scheduled event took place without any weather problems; in fact apart from an isolated shower it was fine and warm. We set up the mini-pond for the little tugs and enjoyed a very successful day, recouping nearly all the cost of four



The small pond set up with children operating the tugs, also Doug's Marshal Soult can be seen with Gary's Perkasa MTB

new batteries that had to be purchased to make them more reliable. Our usual tug-towing event was held, plus steering competitions. The fire fighting equipped tugs successfully extinguished a simulated boat fire; this seemed popular with the public watching. A 'grey' show also provided a bit of fun with two submarines being harassed by a pair of destroyers and MTB's charging about! A very enjoyable day.

Dover Regatta **6th August**

Bright and early on the Sunday morning (8am), we set up our display in Granville Gardens on the seafront, having loaded Keith's van the evening before.

Unfortunately, there were no stalls down near us this year, which made us feel a little remote from the main arena of events. However we certainly drew the crowds for most of the day, with our displays of boats on and off the water.

The HSS was on display and attracted the attention of the local press; Doug was on hand to talk to several interested people about the project.

Thanks are due to Frank Jobson for pushing ahead and building the dedicated small pond for the little tugs (*See editorial*) he completed the project in a day! to get it operational for the show.

As we had decided, we held a small competition for the 'best dressed ship'. This was to celebrate the 100th birthday of The Queen Mum. After much deliberation, Dave Cowlin was judged to be the winner. A former captain from P&O, Mr Vic Ridges was spotted in the

crowd and asked if he would mind helping with the judging, he readily accepted and our thanks go to him for providing us with undisputed 'technical support'.

It was good to see some old faces with us again, and nice to have our most distant members (*I think!*) with us once more. Janet is getting a 'bit good' with that pusher and she seems to be enjoying her model boating.

Summer Barbecue **3rd September**

The club barbecue took place at Ewell Minnis on 3rd Sept, many thanks to Vic and Edith for once again allowing us to hold this function in their grounds and to Alan and Jennie for organising it and doing the cooking.

The date for the barbecue unfortunately clashed with the Folkestone air show and another model event, hopefully we have arranged the dates for next year to miss these obviously popular alternative attractions.

Regatta **17th September**

Another very pleasant day with good weather for the club regatta held at Kearsney. An unusual reason for the non-appearance of some members was the fuel crisis, which caused chaos during the preceding week and obviously kept some modellers away.

The press came along and took some pictures of the HSS, which was undergoing some battery endurance checks; they also took pictures of the club members with their models. (*All good for public relations*).

Childe Beale **14th October**

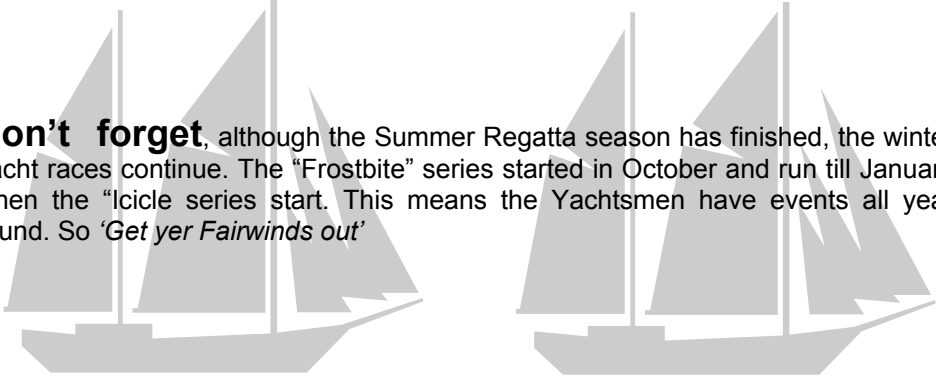
This is not really a club event, but as we see just as many members attend it, I felt a short report would be in order. Not as many trade stands were there this time, the motorman was missing and so was Model Slipway! We had a good sail round with plenty of time on the water. The normal bright sunshine that we tend to get at this event was missing with some light rain at times.

Regatta **15th October**

Those of us who went to Childe Beale had a quick charging session before going to our club regatta at Kearsney the next day! This was the last one of the year and because of the poor season generally, we needed it to be a good one! Well, we weren't disappointed, the attendance was pretty good and the sun shone down.

The normal format was adopted with the tug towing and steering events, and the usual yacht races. The free sailing area was popular with many members showing off their models to a very appreciative general public.

The swans were determined to upset the yacht races with several mass formation take offs during the day right through the middle of the course! Their powerful wings clipped several boats, but Barbara Rudge's "Passing Wind" (*Perhaps I should re-phrase that*) was nearly dismayed. The boat was recovered, repaired and was sailed again later in the day.



Don't forget, although the Summer Regatta season has finished, the winter yacht races continue. The "Frostbite" series started in October and run till January when the "Icicle series start. This means the Yachtsmen have events all year round. So 'Get yer Fairwinds out'

Some interesting new models spotted at our shows



"Bounty" by Norman Belcher



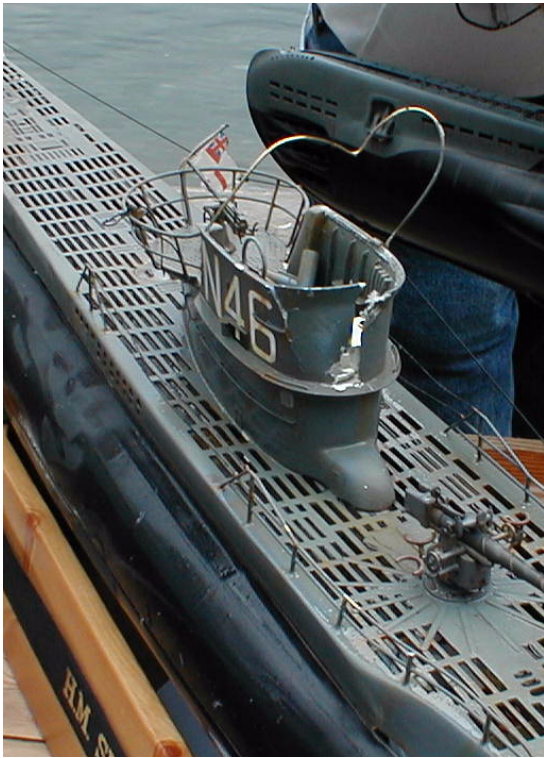
"M.V Sir Charles Orr" by David Newton"



"Minimum" by Keith Lawton

Mahogany runabout by Derek Tippet





One reason we don't allow IC powered craft at Kearsney!

This was the damage sustained at The Boat at the Mote event which myself Ken And Roger attended on 20th Aug. A large IC boat went out of control and took out my HMS Graph scoring a direct hit on the conning tower. After leaping over the submarine it continued on a circular course hitting a large tanker then ploughing into the concrete pond edge at high speed. The operator of the wayward boat, decided to start up and launch his boat during a slot reserved for scale models only. No reason was given for the lack of control. All battle damage has since been repaired and the Graph is back in service.

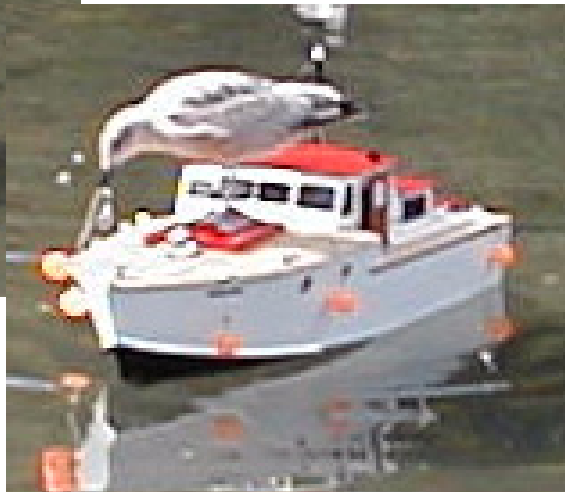
That just about sums up the regatta reports for 2000, the weather was not kind but those who participated all enjoyed themselves and had some very good sailing .

Alan Poole

How about this, the seagull's have taken a liking to Phil's balls, (sorry,! fenders) it must be the dayglo pink colour that attracts them.



***Left and below-
The Kearsney Cruiser with seagull
trying to remove the fenders!
Sorry for the poor quality photo's***



STOP PRESS!

Our website address has changed. Please note that the club has now got its own domain name and hence its Email and Web Site address has changed. The new addresses are as follows, please update your records accordingly;

www.mba-dover.org.uk

Jennie Hounsell; chairperson@mba-dover.org.uk

Alan Hounsell; secretary@mba-dover.org.uk

Note: The existing addresses will remain active for the next few months to allow all documentation to be updated and issued.

M.V. Langleeclyde of London

A contribution from Frank Taylor

Some club members will have seen my model of **Langleeclyde** at one or other of our regattas, not often admittedly because the model weighs just over 40lbs, and is difficult to cart to and from events.

I have in fact constructed two different models of this ship, the first being a waterline model (shown

Langleeclyde was a motor tramp built and launched in 1950 at the Blythwood yard on the Clyde, for the Medomsley Steam Shipping Co Ltd.(F Barrick). The port of registry was London. (Official No 184270) Her dimensions were Length OA ,148.67metres. Beam 19.05metres, and a draught of

baker when I joined the ship as an Able Seaman/Storekeeper, and indeed we sailed together for just short of three years. Freda had been on the ship some two years before I joined. We both left the ship to get married in 1956.

The ship stayed under the Red Ensign until 1961 when she was sold to the Dutch and renamed 'Loosdrecht'. In 1968 she was sold again and renamed 'Spalmatori Seaman' and finally in 1975 she was sold for the last time and renamed 'Wan Tu'.

Her end came in November 1977 when she was ran down and beached in Singapore Roads and in March 1978 arrived at Kaohsiung to be broken up.

To get back to the models, both of which were constructed from various photographs and from memory.

I have mentioned the construction of the hulls and decks previously, the deck houses and bulwarks were made up from plasticard. The portholes are from brass tube turned off in a lathe.

Then followed a lot of repetition work such as 80 metal gin blocks, either single or double shieve to rig the 16 derricks. The worst task was to manufacture the hundreds of rail stanchions which fortunately were flat section with two or three rails. It was a good thing that the ship did not have ball stanchions as I would have had to buy these for there is no way that I could see myself turning them up by hand. They would have cost a mint to buy the hundreds necessary even if I could have got them to the correct scale.

The deck winches proved fairly simple to make up from scraps of wood and the derricks simple to turn up, again from wood in the lathe.

I chose a fairly large electric motor (MFA 4.8/12volt) to drive the model, but had to order a fairly long shaft to fit it in. The prop was purchased, 4 blade 2.5in.dia. to match the original one and I was able to make



in photo) to a scale of 1 : 100. When this waterline model was finished, I regretted that I had not made it into a floating model fitted with radio control.

A measurement across the back seat of the car that we had at the time of construction indicated that a slightly smaller scale would be necessary, and so a scale of 1:120 was chosen, even so the model, plus lead ballast to get her down to her marks makes lifting difficult.

Both hulls are made up using the 'Bread and Butter' method of construction, which I tend to favour for most of my models, and the decks (other than cargo decks), are planked as per the original ship.

Before I go into more detail about the models, I would like to go into details of the real ship.

9.49metres. Her tonnage was 6642 gross, 3863 net, and 12934 dead weight.

She was fitted with a pair of Doxford diesel engines which gave her a service speed of 16 knots. Known as a 5 hatch shelter deck ship, she had accommodation for 12 passengers and a full crew of 50 personnel.

Her cargo handling gear was made up of a total of 16 derricks, rated between 5 and 10 tons S.W.L. to serve 5 hatches. A heavy lift derrick of 50 tons S.W.L. served No2 hold. All deck winches plus the windlass and the two after mooring capstans were electric.

Langleeclyde was fairly unique in the British merchant service for her 10 catering staff were all female. *My wife Freda was the 2nd cook and*

a wooden spare prop to save costs and mount on the poop house deck as per the original.

reasonable effect. I cheated a bit when I bought the engine room ventilators which are clustered abaft the funnel.

a number of small figures to represent crew. Freda can be seen standing outside the galley by No4 hatch, and a figure that I claim is



The authors model afloat at Bybrook Barn, 24th June 2000

The funnel was shaped out of a cut down metal beer can, and the main and formasts were made up of plastic tubes to allow the lighting cables to run up to the masthead lights. The topmast above the lights were turned up out of the solid.

There is a diesel sound system which I purchased and installed with the speaker sounding up through the hollow funnel.

The four lifeboats were carved out of the solid and each was fitted with a lifeboat cover which gives a

The funnel is painted in the colours of Holland Afrika Line, which the vessel was on long term charter to during the time that Freda and I served on the ship.

The waterline version has greater detail than the working model due to the fact that some of the structure amidships had to be omitted from the latter to allow for the centre section to be removable, to gain access to the batteries etc.

On the waterline model are situated

me, has been placed by No 3 hatch.

The waterline model took the longest time to make due to research necessary. The working model was easier as I only had to reproduce parts from the original at a slightly smaller scale.

Frank Taylor
June 2000

For Sale & Wanted

Thanks to Ivan and Tony, my list of wanted model magazines is growing smaller. This is my updated list.

Wanted Model Boat Magazines				Wanted R/C Boat Modeller Magazines	
1964	June	1984	October	May / Jun	1986
1965	January	1984	December	Jul / Aug	1986
1965	June	1985	March	Sept / Oct	1986
1966	April	1986	May	Jan / Feb	1987
1966	May	1986	December	Mar / Apr	1987
1966	July	1988	February	May / Jun	1987
1973	April	1988	October	May / Jun	1988
1974	February			Sep / Oct	1988

If anyone has any of the above magazines, please contact - Alan Poole on 01304 852917 thanks!

For Sale & Wanted Continued

Roger Shields has a Mississippi pusher tug for sale, beware *this one is not yer average tug*, It is a flat bottomed river tug and has an interesting propulsion and steering system, speak to Roger for more details. No radio is supplied.

£100

Wanted

Fairwind Yachts. A number of members both new and old have approached me wanting to sail Fairwind Yachts, but would rather not build one . If anybody out there has a Fairwind Yacht that they would like to sell please let me know and I will put you in touch with potential customers.

Small Power Boat. A potential new member is looking for a small second-hand boat suitable for son to start model boating after trying the Club's Tugs during the summer.

If you can help with either of the above please contact: Alan Hounsell (01303) 242540 or Email alan@hounsell.net

There does not seem to be many takers for this section at the moment, don't forget If you want to sell something, or want to buy something, please let me know so that I can get it into the newsletter!



MEMBERSHIP

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

The overall club membership currently stands at a very healthy 109 members (91 Adults, 17 Juniors & 1 Honorary).

Alan Hounsell -Secretary

Welcome

Mr Peter Ryan
Mr Peter Watkins
Mr Graham Miller
Mr Ken Frisby
Master Robert Parkin

Mr Ron Parkin
Mr Leonard Goldsack
Mr Colin Thorndycraft
Mr Jeremy Maudling
Mrs Barbara Frisby
Mr Alfred Taylor
Mrs Joyce Taylor

The Next To Back Page

Not a lot of late news to be added this time, The Swan issue at Kearsney blew up into quite a big thing in September with the Newspapers printing various letters on their front pages from people either protesting against the councils recommendations or supporting them generally, nothing much seems to have changed.

A helpful response has been received from other Clubs regarding supporting us at the Dover Regatta next year. This was in response to the suggestion that we go for the two days in 2001. We wrote to Cygnets at Maidstone who were keen to offer some help, and we are awaiting a reply from Vikings and Heron model boat clubs before we make any definite arrangements.

We are still trying to contact the Calais boat club to see if they would like to have a day trip across and join us, and while we are talking of Calais, we should be going there for a show in December. It's held in Calais Town hall (Centre Ville) and is well worth supporting, see any sub committee member for details.

Doug is still waiting for the green light from the boatman in Folkestone, to attempt the channel crossing. All seems OK now with the model, and the previous defects that showed during the trials have been rectified.

The results of this year's regattas have now been collated and the winners of the various trophies will be announced at

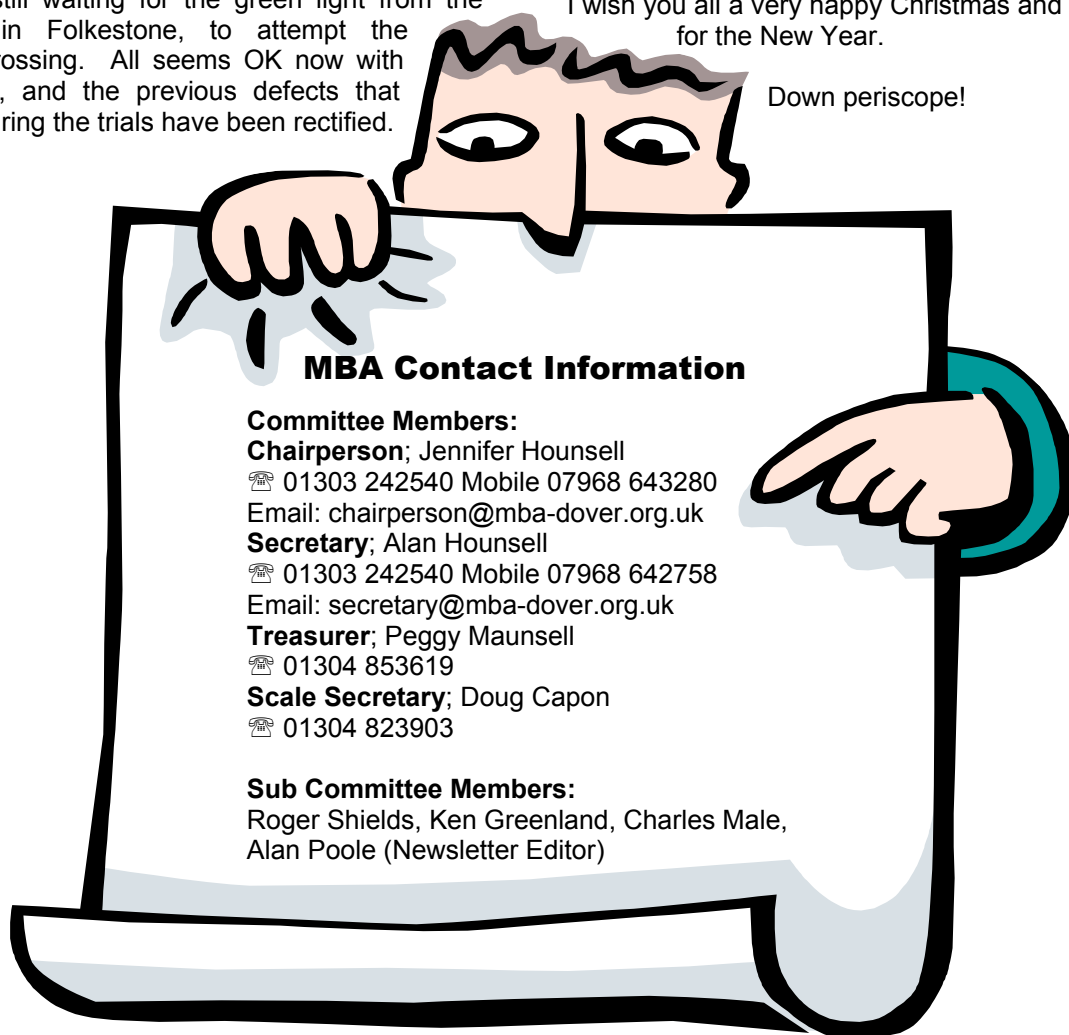
THE
CHRISTMAS SOCIAL
Cricketers Public House
6th December 2000

See you all there!

That just about tidies things up for this issue, once again please don't hesitate to contact me should you have anything to add or have any comments to make.

I wish you all a very happy Christmas and good sailing for the New Year.

Down periscope!



MBA Contact Information

Committee Members:

Chairperson; Jennifer Hounsell

☎ 01303 242540 Mobile 07968 643280

Email: chairperson@mba-dover.org.uk

Secretary; Alan Hounsell

☎ 01303 242540 Mobile 07968 642758

Email: secretary@mba-dover.org.uk

Treasurer; Peggy Maunsell

☎ 01304 853619

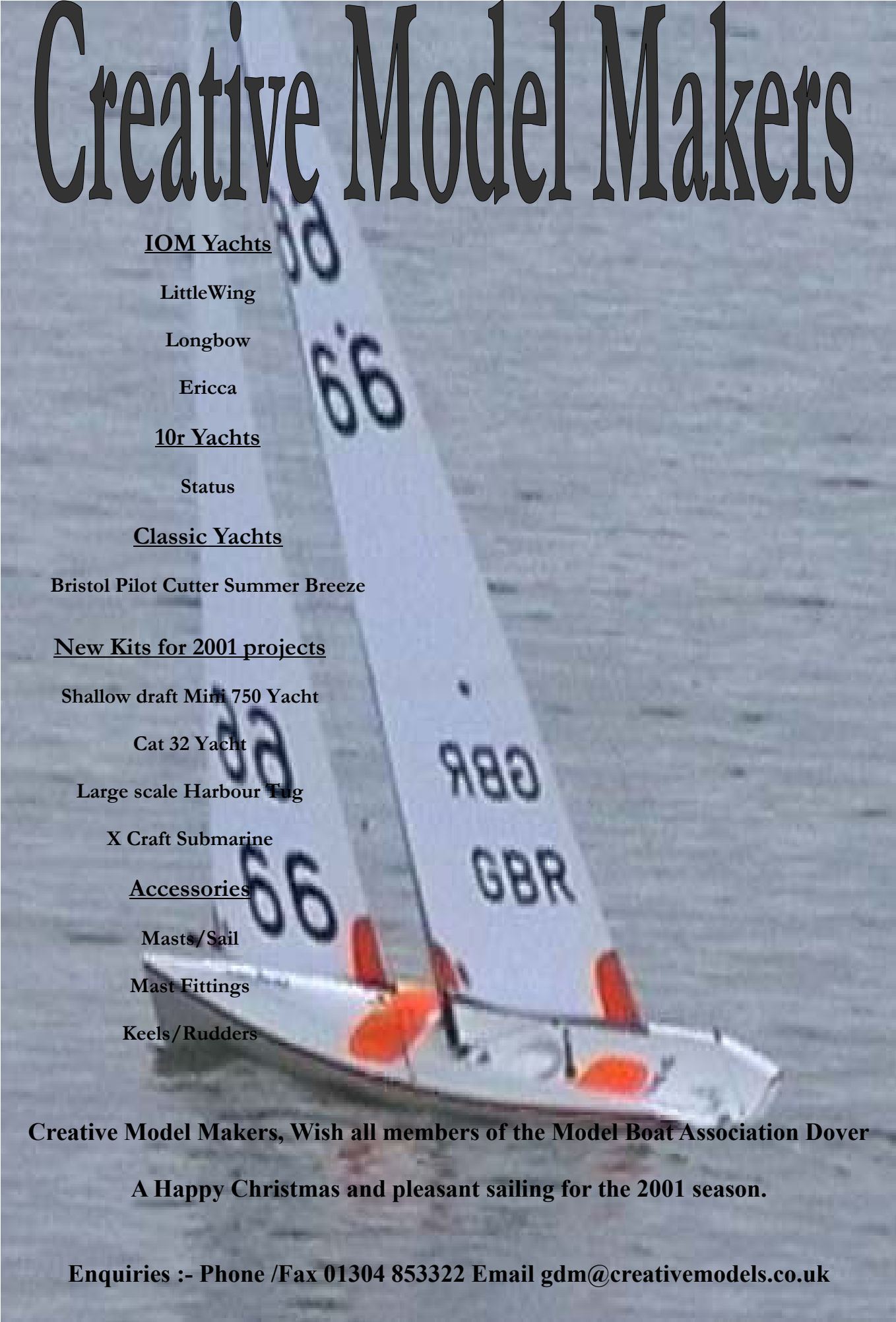
Scale Secretary; Doug Capon

☎ 01304 823903

Sub Committee Members:

Roger Shields, Ken Greenland, Charles Male,
Alan Poole (Newsletter Editor)

Creative Model Makers



IOM Yachts

LittleWing

Longbow

Ericca

10r Yachts

Status

Classic Yachts

Bristol Pilot Cutter Summer Breeze

New Kits for 2001 projects

Shallow draft Mini 750 Yacht

Cat 32 Yacht

Large scale Harbour Tug

X Craft Submarine

Accessories

Masts/Sail

Mast Fittings

Keels/Rudders

Creative Model Makers, Wish all members of the Model Boat Association Dover

A Happy Christmas and pleasant sailing for the 2001 season.

Enquiries :- Phone /Fax 01304 853322 Email gdm@creativemodels.co.uk