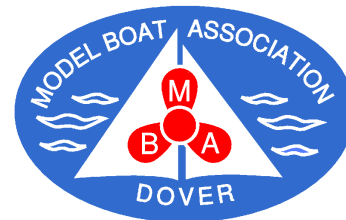


MBA Dover Newsletter



Issue 6, Winter 2001

Hello Again,

Welcome to the winter edition of The newsletter, I think you will agree that this season has been a very good one for the Club in general. The weather could not have been better for most of our shows and regatta's, naturally a few were interrupted, but that is modelling in the UK.

Meridian Television contacted the club through our secretary Alan at the end of August, to see if we could put on a small display that would be filmed. The TV crew was making a short series about local clubs and activities in the Meridian area. At short notice, Alan contacted as many members as he could to be at the Abbey with as many boats as possible on Wednesday afternoon (29th Aug). The turnout was superb, in fact there were more members there than at a normal regatta or club meeting.

Unfortunately, the crew was running late and did not film all that was planned, but Alan gave a very good interview from the far side of the lake with the models and members in the background.

The 30 second article is due to be shown at 3.17 pm on a Tuesday afternoon. (date to be advised).

A rather disturbing piece of news was received recently, It concerns some kid's throwing stones at the models when on the water at Kearsney.

They apparently are on bikes and appear from behind the bushes by the weir. One model was actually hit causing some damage. Naturally the culprits could not be caught so beware, especially when sailing alone!

The Abbey continues to enjoy plenty of water in the boating lake with no sign of the drought conditions that have occurred before, with so much water flow the weir is an area to avoid, as Philip Ribton would, I'm sure agree.

Phil was sailing on a Sunday morning recently with his Sea Queen, and having a chat with some members took his eyes off the model for a short while. The wind which was fairly brisk that day, carried his model away and over the weir and landing upside down on the rocks, soon filled with water. After recovery and inspection, not a lot of damage had been done, mainly due to Phil's building skills and a good strong boat.

Thanks are due to Terry Brown who spent ages looking for a 'dolls head'

down stream.

Phil left for America the next day for three weeks (On holiday- or avoiding collecting nut of the month?).

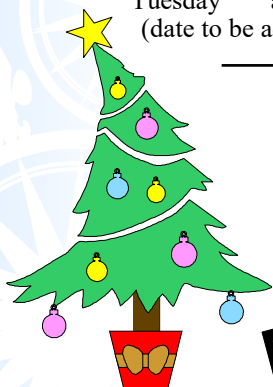
An article on our club appeared in the November issue of Model Boats. A two page spread under the title of 'Signals' showed the club in operation during one of our first regattas of this year. The pictures used showed our club water at the very picturesque Abbey setting, with some of the members and their models. A report containing the names of the winners was published along with the text, but unfortunately this contained some errors. However generally a good advert for the club and we will now be known to other model boater's world wide!

Just enough room on this page to wish everyone a very Merry Christmas, and see you all again in 2002 .

Alan Poole

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**Christmas Social &
Annual Prize giving
Wednesday 5th December 2001
Cricketers Public House, River
7.30 pm**

Raffle

Free Food



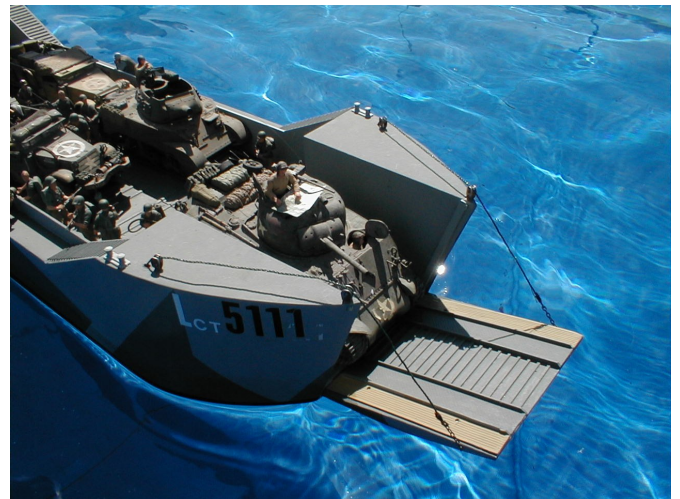
DOVER REGATTA PICTURES



General shots of our set up on the seafront, this prime site was a vast improvement on previous years with many more people getting a better view. Our "Lake" looks enormous in the picture, *a comment also noted by our colleagues from other clubs.*



David Ralphson , complete with Blues Brothers shades, with his Trent Class lifeboat, note the display in the background with the 1ft = 1ft version!



Gerald Vestry from Ramsgate brought along this scratch built landing craft with excellently detailed load, the Sherman tank commander is studying the charts before disembarking ; - in Dover?



George Cole, also one of our guests from Ramsgate, displays his Junk. (perhaps I should rephrase that)



Vic Jones with a cabin cruiser?
(Wot no yacht!)

NEW MODELS

Naturally (*For those that know me*), I'm starting with the grey funnel liners, naval ships! At our barbecue meeting, there were four new models to be seen belonging to the above category.



Mel Burt's HMS ARUN

A very nice 'River' Class minesweeper, HMS Arun by one of our new members Mel Burt. This model was based on a Sirmar hull and fittings which at the scale of 1/48th looked, and sailed very well on the water.

Mel's second model was of a "K" Class destroyer. These ships were very handsome with a single raked funnel and balanced armament fore and aft. They look superb when at full speed with their clean lines cutting through the water - (*Oh dear I'm getting carried away.*) The model is built from a kit by Deans Marine who produce a vast range of model warships. Mel tells me that there is a destroyer siren sound unit fitted in the funnel which we look forward to hearing when he gets it operational. Both these models had been laid up in his loft space for some time until he decided to 'do em up' and come down and join us at Dover.

Ken Frisby brought along a very atmospheric "Round Table" Class wartime minesweeper, HMS Sir Kay.

This model was built from a Caldercraft kit and was complete with crew about to man the forward gun ready to have a go at my submarine! Of interest is the Acoustic hammer fitted to the bows, which was used to detect and explode magnetic mines. The real vessels were steam but Ken's is electric powered. This was also at 1/48th scale.

The fourth and last warship was a classic 'Lindberg' kit of PT109. This model built by Tony Westwood was sailed at Tony's usual speed of flat out until the batteries died. These models were a popular plastic kit that were successfully motorised and radio controlled, I had not seen one for some time in the club. The late President Kennedy commanded the original boat during WWII.

Another of our new members Mr Terry Brown has built a very interesting model tug

The model is a United Towing's Yorkshireman, and has a very unusual propulsion system which allows it to be controlled precisely in any direction. The secret is twin variable pitch propellers and bow thrusters.

Both anchors also drop and beware when he pays out the scale shackles! A very effective anti-submarine weapon.

Alan Knott tells me that he has about twelve models at home and that every available flat surface in the house has a model sitting on it. His latest acquisition is the tug "Tito Neri". This model was purchased from The Dockyard Model Shop in Chatham who sell quite a few ready built models. This one needed a rebuild which is what Alan is doing at the moment. She is fitted with two Schottle drives, these are similar to the two Dover tugs propulsion systems, they can swivel 360 degrees and therefore push or thrust in any direction. (no need for a rudder)

Another new warship was spotted at the September regatta, this time it was a French patrol boat built by new member Mr John White. as model boating is all about doing what the builder wants to do and not being bound to stick rigidly to a



Terry Brown's YORKSHIREMAN



John White's French Patrol Boat

set of instructions, John has finished the boat as he liked with added features and colours to his own choice. I must say this boat looked very nice on the water and the chosen white colour scheme stood out well on the water

John tells me that this is his first model boat and we hope he has many enjoyable hours operating it at Kearsney.

I have recently found some photographs of this type of boat in a book about coastal forces. They are known as "S"Boat Class S-148.

They were built by Lurssen Werft In Bremen Germany during 1772/74

When completed, the Aircraft Carrier HMS ILLUSTRIOUS being built by one of our members, will be a very impressive model. The model is based on a 'Fleetscale' hull, which is 84ins long. The scale is 1/96th. Nearly all the fittings are available from 'Sirmar' but there still remains a vast amount of

(Continued on page 4)

(Continued from page 3)

work to be done to complete a project as large as this. We have seen several of these models at various events and they certainly are crowd pullers. I for one will be following the build with a great deal of interest.

This is just a small selection of new models in the club, if I don't spot your latest masterpiece and you want your model featured in this section, please let me know, I'm always on the lookout for interesting new models to write about and describe in the newsletter!

NEWSLETTER RENAMING

As was announced on the front page, there were 51 names put forward as suggestions to rename the newsletter. The names were passed around at the October Wednesday meeting and as a result, six names were shortlisted by the committee as being probably the most suitable. I did mention that some names put forward have been used in the modelling press before, naturally we could not use these, others although eminently appropriate, were also not put into the hat.

The chosen six names are as follows....

- 1 .. THE TRANSMITTER
- 2 .. NEWS BUOYS
- 3 .. PONDERINGS
- 4 .. KEARSNEY CAPERS
- 5 .. SOUNDINGS
- 6 .. ABBEY ACTION.

With your renewal information for next year, there will be a form for you to tick your preference from the list. By using this format most of the membership will get their say. I am hoping to use the new name for the first issue of 2002



Oops!

Phil's Sea Queen seen here being pumped out after it's un-scheduled voyage over the weir. Note the headless doll in the foreground as mentioned on the front page.

This was the model featured in the closing shots of the Meridian TV film.

FOR SALE AND WANTED

Tony Westwood, is seeking information about a model recently acquired, it is a Robbe FL8 Search and Rescue craft. This model was advertised in model magazines in late 1977 but no other information can

be found out. Any help would be appreciated. Tony is also seeking two books that he needs to help him research his models. The first is a copy of 'Fast Fighting Boats' by H Foch and published by Nautical Publications in 1978. The second is a copy of 'Allied Coastal Forces Vol.1'. This is by John Lambert & Al Ross. Contact Tony on 01304-211224.

Derek Tippett wishes to sell his model of the Model Slipway "Broom 44". This is a fast motor cruiser with twin electric motors and all running gear but no radio. It is to a scale of 1:16 which comes out to a length of 38ins. The asking price is **£130.00**. Call Derek on **01304-821469**. He also has a hull of a large model boat, which he would like to give to any junior member to get them started. This generous offer only requires a phone call to Derek once again on 01304 -821469.

Martin Bax is selling his Smit Dover. This is another large scale tug that was originally owned by Roger Shields, the model is complete with radio and batteries and is ready to run. There is also a half finished model for the tug to tow, all included in the asking price of **£500.00**. Martin also has plans for the Seawolf submarine if anyone wants them (*free*). Contact Martin on 01304-614209

Doug Capon still has his Marshall Soult for sale, it was described as the ugliest ship in the Royal Navy (the real one, not Doug's model). The scale is 1/96th and the asking price is **£100.00** Phone Doug on 01304- 823903.

John Watson a former member has his model of the Dover Harbour Boards old dredger "ADMIRAL DAY" for sale. The model is 46" long with an 11" beam. The model is 75% complete with 28 remote functions out of a possible 56. TWIN independent maxon

(Continued on page 5)

(Continued from page 4)

motors to props controlled by electronise speed controllers. CRANE: The Crane rotates. bucket up & down, bucket opens & shuts, hull opens & shuts to jettison spoil. Ten latching relays for additional functions. 40 MHz Futaba transmitter, with charger and 3 sets of crystals. Asking price **£250**. Contact John on 01304 822843.

Has anyone got any of the following Model Boat Magazines that are cluttering up their workshops, I can give them a good home in my collection! The R/C Boat Modeller only ran from 1985 till 1994, it was then incorporated with Model Boats Magazine.

R/C Boat Modeller

Mags Wanted

July/Aug 86
Sept/Oct 86

May/June 88
Sept/Oct 88

Contact
01304 –

Model Boats. Wanted

April 1973, Feb 1974, Jan, Feb, Mar, Apr 1980
Dec 1982 Aug 1983 Oct, Dec 1984. March 1986

Alan Poole on
852917

Charles Male is also trying to get a collection of model boat magazines together, so if anyone can also help Charles he can be contacted on 01843 - 580429

Again from **Derek Tippet**, he is offering a semi scale steam drifter built from drawings and



photo's, this comes complete with receiver, batteries and motor. Almost ready to run ... All that is needed is a set of crystals and a transmitter. The asking price for this one is **£100.00 o.n.o.**

Derek also has a cabin cruiser for sale. This is approx 20ins long and needs all radio and motors to complete. This is reflected in the asking price of only **£25.00** The model is well built and would make an ideal first boat. Once again contact Derek on 01304- 821469.

Ken Frisby is looking for someone to refurbish an old pond yacht, he would like to have it on display as a tribute to it's builder who has sadly died. The model has been well built in wood, showing some very nice workmanship. Please get in touch with Ken if you

can help.

Charles Male has a Kodak Carousel 35mm projector with rotary magazine and 70/200mm zoom lens with remote control lead for sale. (Just in case your wondering, it's ideal for showing those model boat slides) It's all metal not plastic and surplus to requirements. Asking price **£50**.

TAMIYA Grass Hopper Buggie, full built, brand new **£35**, also a Peugeot 306, ready built, brand new. Both cars have never been used. Contact **Mr Wellard** on 01303-251578 anytime.

That's all for this issue but keep them coming.

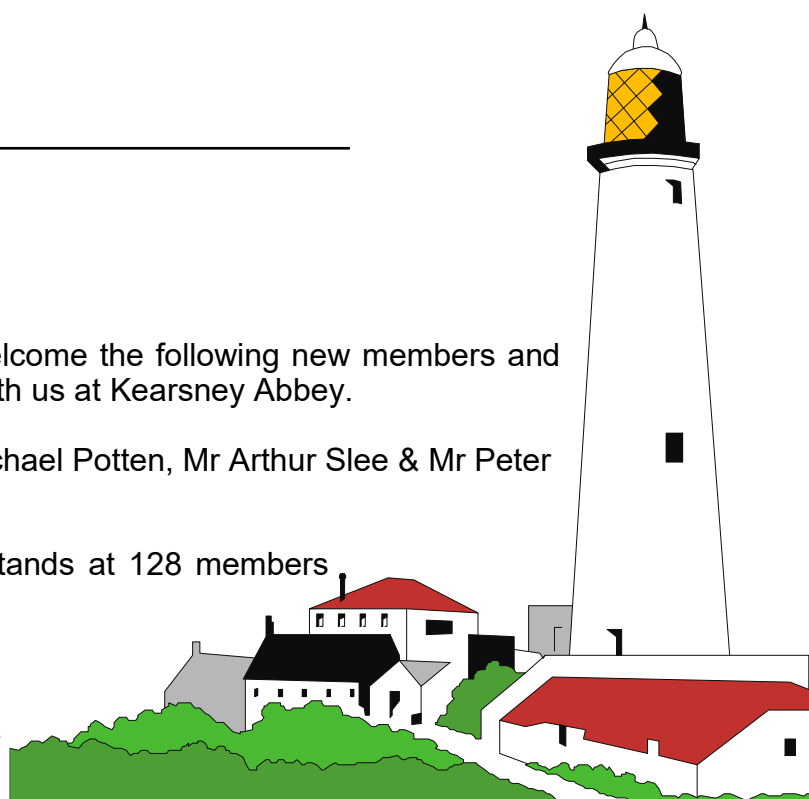
Welcome

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.

Mr Mel Burt, Mr Daniel Josephson, Mr Michael Potten, Mr Arthur Slee & Mr Peter Spooner.

The overall club membership currently stands at 128 members (107 Adults, 20 Juniors & 1 Honorary).

Alan Hounsel.
Secretary - MBA Dover



Sailing Notes

The system of twin sheets, one led to port and one to starboard, appears to have originated with the overlapping headsails used on many sailing vessels and must have made tacking very much easier. From the modellers viewpoint it enables such sails to be radio controlled on vessels like cutters and clippers although a different control arrangement and sailing technique is needed.

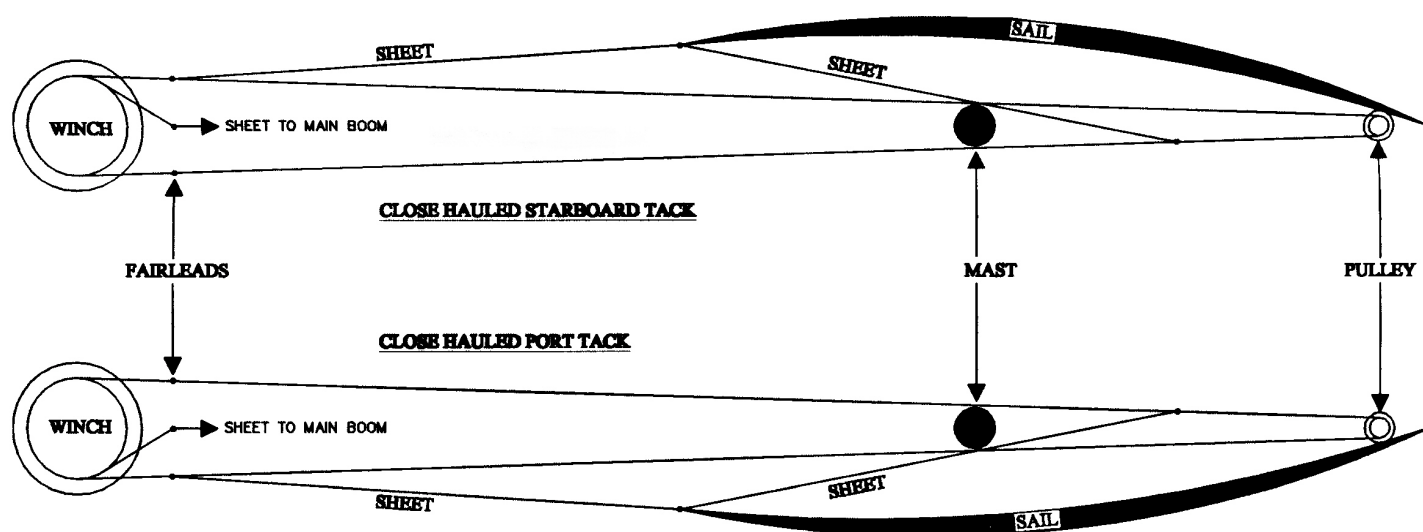
The diagram below shows, in principle, how the system could be used to control a vessel using a boomed mainsail and a "Genoa" foresail, probably the simplest of the overlapping sail rigs, and should be largely self explanatory. Ideally the winch would have three drums, two with equal radii as required to control the "Genoa" and the third with the radius necessary to synchronise the main sail with the "Genoa". In order that the drums would not be too large the winch should be capable of approximately four turns.

The drums controlling the "Genoa" will need to have several turns of cord upon each to ensure that the draw and outrun will always be in the correct direction but the drum controlling the boom must be set so that when the sheets are eased as far as they will go the main boom sheet is attached to its drum in the centre without any of the sheet being wound onto the drum. This will ensure that whichever way the drum turns from that point the sheet will be hardened in. It may be necessary to have some form of elastic tension device on this sheet to prevent bights forming in the cord.

At the transmitter the sheets will be fully eased when the winch stick is in the central position and any movement away from that position will harden in the sheets on one tack or the other. This means that a change of tack upwind must be the result of a definite command not just letting the boom swing across, and since the "Genoa" rig is not always at its best downwind it may be necessary to tack downwind as well as upwind Reaching is usually the best point of sailing if the trim is correct

Not an easy rig for a model but useful if an increase in sail area is required without change to mast height, boom length or mainsail area.

At first sight it would seem that the same effect could be obtained by the use of a powerful servo with three arms in the form of a T with doublers in the cord work, and for a small boat this might be the case but in larger models the geometry would be tricky and the servo would need plenty of power. However, it would have the advantage that it is simple to change attachment points on servo arms whereas changing drum diameters on a winch is such a chore that the design needs to be right first time, not always easy.



Tip
When sanding plasticard, use fine steel wool to finish off the job, it removes all the fibres that normally remain after using abrasive papers and leaves a flat even surface ready for painting.

REGATTAS AND EVENTS

The Club Barbecue. 29th July

Once again this even members Vic & Edith's at Ewe to them for allowing us to u event.

The weather was kind wit hardly a breath of wind, which burgers and sausages a very done Jennie).

The pond was used to good eff most of the day we rounded snooker. Some newer m club at the event, which wa on their boats can be found



place at the home of Minnis. Our thanks go out their premises for this

warm sunshine and made the cooking of exhausting task, (well

d after free sailing for with a game of boat supported the rest of the to see, and a short report Models section.

The Dover Regatta. 11/12th August

This was probably our most ambitious attempt to lay on a regatta to date, all the planning had been done and the infrastructure was in place ready for the weekend's festivities on Aug 11/12th. Alan our secretary had sent out letters of invitation and Ken had collated the returns. The sub-committee ably assisted by the members had got all the extra bits and pieces sorted out and the rosters posted to make everything run smoothly on the day.

Imagine the horror on Alan H's face when he opened the back of the truck, *(which was to be used to transport all the regatta equipment from Kearsney to the seafront)* only to find it full of pallets! He had to arrange for a forklift and driver to empty the vehicle before setting of back but we eventually s guests arrived.

The weather wa was a brisk wind from t lash down the Gazebo day and on the Sunday

There were som members and guests craft which modelling skills with the scale, (pardon th also a catapult arme frequency clash we t being used for communi Westwood's PT109 to only minor damage to completely break dc the next day as no secur

water was being released from the pool across the promenade (under police supervision) we accidentally flooded the Watersports storage hut! It had about 6ins water inside which blew the fuses on their freezers amongst other things. Roger our resident electrician soon had them working again and after apologizing, we calmed the water's.

(Sorry lads!).

Sunday was a very different day, with rain forecast and the wind still with us, we set up the pool once again, minus a couple of willing helpers which was due to medical and personal reasons. Despite the weather there were still a lot of people visiting the Regatta and we continued to attract large numbers viewing the models on display. The little tugs had a queue for most of the time and did very well for us adding to club funds. After commentating for most of the two days, Dave Ralphson was persuaded to enter the boat snooker competition; this was to see

Janet) who observations a (very difficult turn, in fac sometime! We managed neighbours by 1830, Alan could also get



inny on the Saturday but there West, which caused us to a this wind stayed with us all also.

nice models on display from alike, a very busy landing incorporated military marine, and at the other end of n) a Chinese junk. There was ower class corvette? ? A om one of the many radio's ong the seafront caused Tony Frisby's tug. Luckily with els. We were advised to pment and store it ready for night, this we did but, as the

if he could do any better than the previous competitors, (including his wife 1 "guided" through the course by Dave's colourful omments. I could not believe how many black's points) were drawn from the hat when it was his they were all blacks; we must get a new dice Thanks and well done Dave.

to dismantle the pool, without flooding our this time, and get everything stowed away neatly then had to return the truck to Hythe before he come to a well-earned rest.

Maidstone C

gatta 18th Aug

Although I did not attend this regatta personally, I have received some information from our members. We were invited to attend this regatta this year as a result of our involvement last year and because the dates clashed with our Dover Regatta

(Continued from page 7)

they actually moved back a week to help us out. I know that quite a few of u represented Dover and had a good time there. We did put a short note advert event in the newsletter and also the same for Ramsgate's invitation to us 1 their Ships Rally.

Ramsgate Model Ships Rally 2nd Sept.

Once again this popular event was put on by The Ramsgate Vikings MBC. The MBA Dover had an invitation and we saw quite a few of our members there alas not with many boats!

The weather probably put some people off, and it was the Folkestone Air: Those of us attending did get a ringside seat as the fast jets returned to Man: Arrows were particularly impressive flying close overhead and very low!

Back to things nautical and there were some nice models to be seen, for me there was a very interesting model of a "Chariot"- a human torpedo! Totally scratch built and carrying two action men as crew. I have started one of these myself so found it very absorbing.

Ken continued to try and 'eat' my U-Boat with the Troll Patrol and was caught on camera doing so! Those of us that attended had an enjoyable day.



Club Regatta 16th Sept.

A dry fairly warm day greeted us for the September club regatta, unfortunately due to illness, Charles could not be there to oversee his course layout in operation, and because of a brisk wind some adjustments were made to assist the competitors as they negotiated the obstacles. We had a few upsets due to some frequency clashes, this single issue seems to give us the most trouble at the lake, the pegboard control works well but holding the peg for long periods even when not on the water naturally upsets some members. There were some new models on display from the members and some have been reported on in the new models section.

Club Regatta 7th Oct.

Due to lack of interest, this horrendous which is why waiting until mid morning and call it a day.

Illuminated Event 10th

Nine boats turned up to the evening was dry and a press arrived and took a supported the club all the way nice to see, we have 1 regularly in the newspaper, v of the general public watch

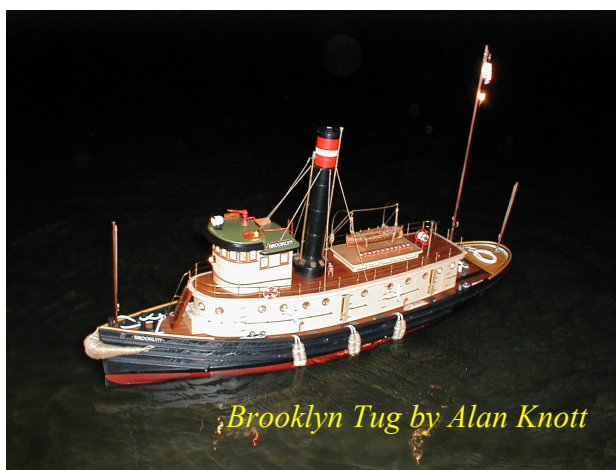


cancelled. The weather forecast was ny members turned up, after as decided not to set up everything

October

support this very colourful event; little windy but no rain. The local number of pictures, they have rough this season, which is very thcoming events published obably why we get a good amount vents.

Alan Knott won the first one day and rigged it with his Christmas lights and some sparklers, which he set off! Tony Westwood had changed his navigation lights on his E-Boat so that they did not shine backwards but it was still not enough to beat the wealth of illumination to be found on the Brooklyn. Well done to all who participated in this event..



Secretary's Jottings

2001 SEA- The club has boat electric's. working in Plasticard.

completed programme this year. I undertaker Bybrook B Also for the other loca Maidstone to come al

Various have give workshop talks and

THANK YOU ALL

courses, 40 MHz Multi Scanner, white boards for uency control, king out of the rage shed at earsney Abbey and he introduction of 2nd place trophies for the Annual ts.

ve would have been the help, support, thusiasm of you the have made it all

like to thank you all committee and hope linue to support the ivities. Have many s of building and

demonstrations on various Gazebos, islands and a working sailing your model boats at Kearsney modelling related subjects such as lighthouse for the steering & towing Abbey.

It has come to our attention that we did not formally thank Keith Gavin for his help in transporting the clubs equipment for the Dover Regatta and Barbecue during the 2000 season. The club would now like to thank Keith and apologize for the unintentional oversight.

WINTER

Well the Winter Yacht Racing Season is upon us again. Three races are held every other Sunday morning at 10.00 am throughout the Winter. These races a

Yacht Racing Season is upon us again. Three races are held every other Sunday morning at 10.00 am throughout the Winter. These races a dressed, to compete with their Fairwind Yachts, Since then the weather ha and we hav of up to boats con in these races. T last rac was covered by the "Dover Express" and included a picture of one of the yachts and swan with caption "N Neck, no strictly for y

on the prevailing conditions by Jennie Hounsell our resident "Race Officer",



F The first race day was very wet and only three competitors braved the weather, appropriately

Any members with yachts are welcome to come and join in. These are fun events with very few rules designed to help improve boat handling, tuning and sailing skills. Different courses are set, depending

Jennie also collects the 50p entrance fees, organises the starts with a 2 minute warning, and then checks the boats round.

MBA Dover Officers Contact Details;

Chairperson: Jennifer Hounsell - ☎ 01303 242540, Email: chairperson@mba-dover.org.uk

Secretary: Alan Hounsell - ☎ 01303 242540 , Email: secretary@mba-dover.org.uk

Treasurer: Peggy Maunsell - ☎ 01304 822024, Email: treasurer@mba-dover.org.uk

Scale Secretary: Charles Male - ☎ 01843 580429, Email: scalesecretary@mba-dover.org.uk

Newsletter Editor: Alan Poole - ☎ 01304 852917, Email: editor@mba-dover.org.uk

Committee Members: Ken Greenland & Roger Shields

THE BACK PAGE

LATE NEWS

On Wed night 2nd Oct. Phil Ribton gave a very interesting talk on variable pitch propellers. He had done his homework well and explained the intricacies of the operation of these units in a very understandable way. A working model, which was assembled as the talk went along, was a good example of how visual aids can be used to explain very difficult subjects. Phil is considering mounting his model on a board so that we can use it at regattas etc, to demonstrate to members of the public how some of our models are controlled.

The television programme that was filmed in August went out on Tuesday 23rd October. The 30sec article showed Alan Hounsell, our secretary, talking about the club and inviting interested persons to join us at Kearsney. In the background could be seen the models operating on the water. If anyone watched the rest of the programme to the end they would have seen Phil's 'Sea Queen' with the dolls waving goodbye.

FREQUENCY CHART

27 MHz AM

Channel Colour	Frequency	Channel Colour	Frequency	Channel Colour	Frequency
Grey / Brown	26.975	Brown	26.995	Brown / Red	27.025
Red	27.045	Red / Orange	27.075	Orange	27.095
Orange / Yellow	27.125	Yellow	27.145	Yellow / Green	27.175
Green	27.195	Green / Blue	27.225	Blue	27.255

The above chart relates to the 27 MHz band, the appropriate channel colour flag to be attached to the transmitter aerial. Example Red / Orange.



40 MHz AM / FM

Channel Number	Frequency	Channel Number	Frequency	Channel Number	Frequency
66	40.665	67	40.675	68	40.685
69	40.695	70	40.705	71	40.715
72	40.725	73	40.735	74	74.745
75	40.755	76	40.765	77	40.775
78	40.785	79	40.795	80	40.805
81	40.815	82	40.825	83	40.835
84	40.845	85	40.855	86	40.865
87	40.875	88	40.885	89	40.895
90	40.905	91	40.915	92	40.925
93	40.935	94	40.945	95	40.955
96	40.965	97	40.975	98	40.985

The above chart relates to the 40 MHz band, all the flag colours are GREEN, with the respective frequency channel numbers written in white letters on the flag. Example 40.685.

Keep this page in your toolbox as a handy quick reference.

685