

The MBA Dover Newsletter



Issue 51 Winter 2016

Hello and welcome to the Winter 2016 edition of Kearsney Kapers.

I will start with this wonderful picture taken at the Headcorn event that we attended.

It shows HMS Kent foreground with HMS Illustrious, the small model in the background! There, that should get Neil fired up to look for even bigger models to add to his fleet. Our club has attended many shows like this since our own regatta season ended in August.

Most of these reports can be found inside this issue of the KK.



There has been some news from the Council re the lottery grant, we attended a meeting at the Abbey with the project manager Jon Winder recently, He told us that the plans were to realign the pathway down from the new café and to create a new path which will join the existing lake edge path and extend beyond to the rear gate. They still have plans to build another bridge over the weir which will create a complete circular route around the boating lake. The edges of the lake will be repaired and the path widened slightly.

The building work for the cafe and Russell Gardens by the contractors will mean that **all** the car parks will have to be closed, this is to allow all the materials and equipment to be stored securely. This action will mean that we will probably have no access to our stores for the period which could be nine months to one year from September 2017.

The MBA have requested alternative storage facilities which, at this time we have not yet secured.

All this means that it is possible that we might not be able to operate any of our normal regattas for 2018!

Depending on the lake edge repairs, the yacht section should still be able to carry on as they need very little equipment pond side, and the powerboats might also be able to have a reduced gathering, we will need to re-assess the situation as it happens because there are so many variables, we will just have to wait and see.

At the end of November we were again the victims of a break in at our store in the grounds of English Landscapes. Their fencing was cut and the door to our store was forced open causing a small amount of damage to the frame.

Luckily, it appears that nothing was taken this time, however, the police have asked if any CCTV was available to view, unfortunately we do not have that facility in the area.

This fact has been mentioned to the Lottery manager at the Council. It is possible that when the building works start, CCTV might be installed to protect all the area including ours.

As Christmas is almost upon us, The MBA wish all members a Merry Christmas and a successful New Year.

Happy boating.....Alan

Yacht Section News

Reg Steel, our yacht representative and coordinator has put in place a new scoring system for the yacht races. From now on the winner will receive 15 points, second will receive 14, third 13 and so on. This should make the scoring system fairer.

The reason for this is that it is that the old system was deemed to be slightly unfair and this has led to the loss of at least four members who would normally compete in the three races held throughout the year.

Although Fairwind's are the preferred models for racing at Kearsney, other boats have now been allowed to compete.

Just to illustrate the point, in this picture bringing up the rear is a Micro Magic Boat. These smaller yachts have quite a following at many other clubs..

On this occasion, the boat is owned and raced by Andy Goldsack. He decided to give it a try against the bigger boats, and leave his Fairwind at home. I can say that the Micro Magic did not win the race, in fact it was joint 4th out of 5. Back to the Fairwind next time Andy, but you had already won the series anyway....well done.



Right.....

A picture taken at the last race of the year, a lovely tranquil setting!

Border Force "Eagle"

This is the new Border Force vessel Eagle, one of 6 boats bought by the Home Office to deter illegal immigrants from crossing the channel to the UK.

They are 20 metres long and powered by water jets very similar to the Shannon Life-boats.

The vessels were purchased from the oil industry where they were used as quick response vessels for any emergencies on the rigs or support ships.

The chance to buy a ready made fleet was made by the Home Office department of the Government. These vessels will supplement the larger Border Force Customs Cutters that we see around our coasts. At the moment, these smaller boats do not have any overnight accommodation installed so the crews are put up in local hotels every night! I understand that this boat "Eagle" has a skipper who is also a RNLI cox'n from Wales.

Model Slipway already make a kit of the "Sentinal", a customs cutter. This class of Border Force vessel would make a very interesting model.



Dover Transport Museum 20/21st August

This was a new venue for us, the Museum were holding a model weekend and approached us to ask if we would like to attend. As it was a two day event, they asked if we could bring our large pond along,

because this had not been used for over four years, there were concerns that it might not be serviceable, however we need not have worried because the museum offered to pick up the equipment for us with their vintage lorry, and when erected the pond was still fine.



The filling of the pond was left to the Museum, they have fire appliances to do that sort of thing, as it happens, they only took 20mins to fill it!

One major problem was the weather, very strong winds caused us some real problems on the Saturday, and some gusts were so powerful that they actually blew some superstructures off the models causing damage. The two Gala tents that we erected were securely lashed down but they still nearly blew away. On the pond, the boats were tossed against the pond sides causing some further damage.

Most members managed to have a sail and to demonstrate the models to the public but the wind continued to blow hard so we made the decision to put the boats back in the cars and remove the gazebo covers for safety.

Sunday was better but it was still windy, we did manage to put more boats on the water though including ones that could not be operated on the Saturday.

The club 500 races were manic with 6 boats charging around the small area the water soon became a raging torrent causing the little boats to leap and crash into each other, some just disappeared out of the pool altogether, this was club 500 racing!

After three rounds all the boats were still running so no lasting damage was caused.

By the middle of the afternoon as the museum was getting quieter, we dismantled everything, drained down the pool, stowed it away and went home. This event is already earmarked again for 2017 and the MBA Dover is definitely invited back.



Above....

The P&O Dragon takes to the water for the first time and right...Kelvins HMS Bulldog approaches Neil's Trein Maersk cargo ship. Whilst in the foreground, Ted's 1/72 scale Airfix Air Sea Rescue launch powers majestically through the now slightly calmer water.

(We have since found out that the P&O Dragon model was sold on E bay about a month after this report, it went for several hundred pounds and was wanted by a couple of our members, however they were not successful. This does of course mean that we will not see it again at our regattas as it went to someone outside of the Kent area.) This leaves Kelvin's Sealink Vortigern model as the only ferry model in the club, there will be another when Peter starts his kit of the Free Enterprise V.

Herne Bay Heron's event 2016

The club attended this regatta on August 28th, the Herne Bay pond is a large concrete based pond with a small island in one corner, recently the Herne Bay Herons have had a few problems with their water, in fact two years ago, Dover MBA offered them the use of our water but that did not materialise.

Just two portable gazebos were taken to the event, Neil took three large tables in his van for us but most members also took their own tables. We set up before most of the Heron's arrived.

The weather was very warm but the wind speed was again strong, this has become the normal lately. Clubs arrived from Grays Thurrock in Essex and Crowborough in Sussex. From the Kent area, Maidstone, Dover and Capstan, attended.

The host club, Heron's had a very large display and also set up a smaller section to be used by children. There was a very unfortunate incident when a large model of the Titanic being displayed by an independent exhibitor, was damaged when his gazebo, caught by the wind, blew it off its table,

The Heron's had organised two club 500 races which was attended by many entrants including some of our own members from Dover. Peter, our chairman even managed to end up on the ramp being used by the amphibious models during one of the races.

Len had his 19ft freighter on the water and this was complemented by Cygnets with their HMS Kent, this is being shown at many events now and as your scribe has had previous experience with this vessel, he was again offered the controls and enjoyed driving her amongst the many models on the water, you really do have to be on your guard with this big model. Docking her alongside is challenging, mostly done on engine commands which because it is such a large model, act just like the real thing.

Tugs r Us had another massive tow to play with, they could be seen manoeuvring and docking this model using tugs alone, as tug modellers, this is what they do. The Tugs R Us group are now part of Heron Model Boat Club and organise any tug related subjects for the club. It is surprising at these shows that a model will appear on the water that was not seen before when viewing the stands, this was the case with a model steamboat that the Herons deemed to be the best model seen on the water from visiting clubs, I seem to have missed seeing this best in show model on it's stand.

I have chosen just one picture kindly supplied by Len which shows the general area used by the tugs and other models for mooring up, the jetty's are fun to move into and manoeuvre around. Thanks to Heron model boat club for their invitation to attend.



Ramsgate Model Ships Rally. 4th September

The following week found us at Ramsgate for their 30th model ships rally, again we arrived in force with models to match, Len was already assembling the Kearsney Kaddy when we got there, he needs time to put the 19ft freighter together.

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The Ramsgate Vikings had tried out a different format and layout for this regatta, they had erected a scaffold landing stage on the east side of the pool, this did prove to be a good move, a bit of a step to get down onto it which did not help the less able boaters but it certainly gave a good vantage point for those who did use it. We originally were allocated an area on the concrete outside the eastern building but when we arrived it had been taken by another club, after a discussion with the Vikings, we went onto the grass where we have traditionally been for many years, much better especially as the wind was again very strong. The Kent Model Boat Display Team had four models damaged when the wind blew them off the tables and, as a result, they put their bigger boats back in their cars and put the smaller ones on the floor!

This event is usually blessed with good weather but this time the wind did rather spoil things, however, we still managed to put all the models on the water and all had a good time, the water was a beautiful blue colour but right on the bottom was blanket weed, we submariners were warned but we still managed to get entangled a few times with it.

We were all presented with a Vikings fridge magnet as a memento of the day, a tradition at Ramsgate, a good regatta and thanks to the hosts for the invitation.



Our Chairman Peter Cook points to this Namesake.
(this model tug was on the Heron's stand)

Headcorn , Southern Model Show

This two day show is organised by Phil Knell and his team from the Southern Model Boat Display Team (SMBDT)

As two of our Dover members are also members of SMBDT they were out one week earlier to set up and fill the massive pool at the airfield, this was probably the largest pool set up that I can remember at any model show, 32 metres long and 9 wide. It was not quite deep enough for submarines to fully submerge but they still looked impressive skimming along the bottom of the liner with only the periscope showing (cheating really).

The MBA Dover erected two large gala tents plus a smaller one for the galloping gourmets to operate in. Kelvin, Ted and Barbara Rudge looked after us all by doing all the cooking and making the teas and coffee

Over 30 members expressed an interest in attending so space was at a premium on the tables, A condition of entry was that everyone attending brought at least one model to display, this made a very busy display. Most of the models displayed over the two day event on the large pond.

(During the set up days, Kim managed to take this wonderful picture of this Spitfire as it landed only yards away from the model display line, I make no apologies for putting this picture in our KK magazine.....)



Illuminated Event October 15th

This event, once again took place in Kearsney Abbey after we made a change to try out Russell Gardens as a new venue in the Spring.

After a good dry day, it decided to rain quite heavily just before we were due to start but stopped for the whole time we were on the water and only as we were heading home again, did it start to rain again, we were very fortunate.

Ten models were illuminated on the water and were entered into the competition, two members from Heron Model Boat Club also joined us, they had arrived during the afternoon and were sailing when we arrived. About 25 spectators, mainly friends and family of the members operating the models were counted watching the boats. The two Heron modellers were invited to take part in the competition which was judged by Jeff, our friendly park keeper who came along to watch and film the spectacle.

Jeff was given an introduction into what each model was and how it had been illuminated, he was then asked to pick his favourite, he chose the tug Anteo which had been built by Nick Blyth and operated by his son Alex and daughter Holly, they were presented with a plaque by Alan our Secretary as Peter, our Chairman was not present.

The other boats displaying were, Kelvin Castle's Yorkshirman tug, Dave Cowlin's venerable Admiral Day dredger, Bernard Le Ny's launch Lady, Len Ochiltree's tug Ada Too, Freddie Silk had the springer Police boat and Charlotte was running her tug Twinkle, dad Stuart was operating the springer Fireboat.

Our guests Ray and Jay Taylor had a very nice Boston Typhoon trawler and tug, SD Champion, both were illuminated and were impressive models.

After everyone had a good sail and it began to get a bit colder, we called it a day and reflected on a very good event despite the weather trying it's best to upset things, nice to see other clubs supporting us and our own members turning out in a good number to support the event.



Funnily enough, one of the only pictures that I managed to take before the light failed and my camera also failed was the eventual winner, the tug **Anteo**.

This picture does show the masthead lighting and also the subtle wheelhouse lighting, all working. I certainly hope all these lights were correct as the builder, Nick Blythe is a professional ferry captain!

This event has traditionally been an "in house" event but after getting support from other club's recently, and being invited to other clubs illuminated shows, perhaps we should now promote it as an open event, something that needs discussion at a group meeting.



Left...The massive pond set up at Headcorn for the Southern Model Show.

Bales of hay were laid and strapped together with stakes and rope to keep everything secure. The water was pumped in over several days. As members of our MBAD and also Kent Model Boat Display Team, Neil Terry and Kim Belcher were instrumental in getting this, the centre point of the marine village together. Well done to them and all the KMBD team who made it possible....

Model Engineer Exhibition Brooklands

Now called the MEX by the sponsors, My Time Media (Publishers of Model Boats Magazine). This three day show has revamped itself after not happening at all last year.

I cannot remember how many times that I have said that this show has been in decline, every year in my report, the same thing is said despite the quality of the exhibits remaining at the very highest quality.

This year saw the venue change from the traditional Sandown Park race course at Esher, to the equally prestigious Brooklands Museum just down the road at Weighbridge in Surrey.

I am told that the venue was chosen because, not only is it very close Sandown but it also has a rich history in engineering. It is the home of the British motor racing industry with its famous banked circuit and of course it's aviation history with the Vickers aircraft connections. The complex still has some of the original 1907 buildings and still houses the experimental buildings used by Sir Barnes Wallace when he developed all his magnificent inventions that helped to win us the Second World War.

The Exhibition was located in several of these famous buildings all interlinked by historical corridors, some on the ground floor and some up on the second floors, it was a bit of a maze to get around but the museums historical exhibits made passing along adjoining corridors a delight, who could not just pass by a magnificent Merlin engine or a Rolls Royce jet engine without taking a second glance.

On the ground floor of the Vickers building could be found three of the largest model boats on display, a surprise exhibit was Ian Gerrard's steam launch, this model has been displayed with us at our Kearsney Kapers event where Ian demonstrated his voice command control for us, this has been reported on in earlier editions of this magazine.

Upstairs in the Napier Room was the majority of the model boats, these were the competition entries mixed in with the loan entries, more about these loan's later.

Also on the upper floors were the clubs, the old favourites were to be seen, Phoenix and Hanwell both had large displays, it was nice to sit down and chat to some old friends at these clubs.

Back to the main entries and there were some nice models waiting to be judged for the competition awards, Dave Wolley had entered his HMS Skirmisher, this has been featured in Model Boats Magazine over the past two years, and it was nice to see his work in the flesh so to speak and to actually meet him at the show. Another notable model was the Victorian battleship Renown built to a scale of 1/96th, this model was awarded a Gold and the Earl Mountbatten Trophy. I overheard a comment that it was painted in "Gloss" paint! Oh well, I expect the real one was as well. There was a very well finished "Der See Kadette." I believe this was a Marten Howes and Bayliss design, this was built by Arthur Barlow the organiser of the Haydock Park model boat convention, he gave our club an invitation to attend next year, any takers?

A German pocket Battleship was another nicely finished model, I initially thought that it might be one of those Graupner Ready to Run models but realised that it just would not have been allowed to compete in such a prestigious competition, I later found out that it was scratch built on a commercial hull, hence it only received a commended award. The other entries were mainly from a school project, very nicely presented and if this is the standard from our younger modellers, we don't have much to worry about.

I must now return to the loan entries, Both Kelvin Castle and Alan Poole had entered a model into this category and I must say that the Vortigern ferry looked fantastic on the stand, I also found out that some engineering loan exhibits had their cards replaced with a competition entry, this should have happened in Kelvin's case and I would probably now be reporting on a medal win for him.

I enjoyed this show, the entry price for visitors was a little high I felt but considering the venue and the other things to see and do, this was probably not the case.

It is rumoured that there will be more trade and clubs next year with a pond to sail on!

Let us see, I can probably find another loan entry to get me free entry again next year....

Alan....

Cathodic Protection

Forgive me for getting a bit technical with this little article but when Kim and I visited Newhaven Lifeboat recently, we noticed that most of the fittings bolted to the boat had been stripped of the orange paint and left in a bare treated anodised type finish. This prompted me to investigate why and the answer was quite interesting, (OK, stop yawning!)

It is all to do with Cathodic protection.

The man to ask in our club is Ken Hamilton who was in the Chemist's business, he looked at my little explanation and made a few changes to my draft but basically the answer is... There is a "Noble" Scale to do with metals.

A cathode is more "Noble" than an anode which is less "Noble", the more noble, the less resistance to corrosion it is. Gold is very "Noble", that is why gold connectors are considered the best.

Aluminium and stainless steel together have a bi-metallic corrosion risk, from the 'nobility' table, Stainless steel is more noble than Aluminium therefore there is a corrosion risk that will erode the anode (aluminium) when in contact. In dry condition this risk is lessened but in a marine environment, where salt water is present, the risk is greater.

The bi metallic components allied with salt water produces an electrical current which will cause Corrosion.

Insulating the two dissimilar metals with washers when bolted together will reduce the risk. This is the reason that the paint was removed from the fittings, corrosion was becoming a problem spoiling the paint finish and eroding the parts. It is hoped that any corrosion will now be seen and corrected more easily.

That is also why there are sacrificial anodes fitted to ships when two dissimilar metals are present, the usually (Zinc) anodes corrode before the dissimilar metal components, you can see these anodes fitted to many underwater areas of a ships hull where two different metals are near each other.

So, this is known as cathodic protection.

MBAD Club information

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Model Boat Association Dover



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

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