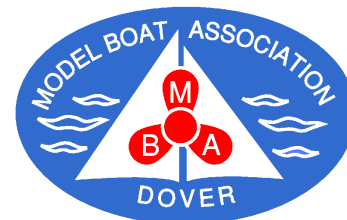


The MBA Dover Newsletter



Issue 20, Summer 2006

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Hello,

We start this editorial with news that has rather shocked us all. Alan and Jennie Hounsell have notified the Club to say that they will be standing down from their positions as Chairperson and Secretary.

Their reasons for standing down are personal and not related to the Club, however, it is not all bad news as Jennie has agreed to stay on for a while until we can sort things out.

Naturally, to maintain continuity in the Club, we did hold a committee meeting to discuss how we could best deal with the loss of two of our most prominent officers. This all happened in late March and we were still then a couple of months away from the AGM, so, existing committee members agreed to take over parts of Alan's job to keep things going. Peter Cook took over a good part of the secretarial work, and Carolyn Tripp, by adding to her Treasurer's job, took over the Membership Secretary position.

It is not until you stop and list down all the jobs that Alan and Jennie do for us, that you realise just how much we have relied on their services in the past.

The Club would like to

formally thank Alan for all the hard work that he has undertaken on behalf of us all.

Thank You Alan.

We also thank Jennie for agreeing to remain in her post for the time being.

Naturally, the membership was kept informed at the monthly meetings of these proposals but it was not until we held the AGM in May that they were finalised.

As mentioned, Jennie Hounsell will stay on as Chairperson for another year and Peter Cook will take over as our Secretary.

The Treasurer's job stays with Carolyn Tripp who will also take on the Membership Secretary's position. Andrew Goldsack is now the coordinator for the yachts.

Maurice Job has kindly agreed to manage the Club 500s. This is a new position that has become necessary due to the popularity of Club 500 racing within the Club.

The Scale Secretary's job is now the responsibility of two members who also double up as committee members, Ken Greenland and Roger Shields.

The newsletter editor is unchanged.

All these changes, with new phone numbers,

will be published in a new Diary Dates that will be distributed shortly.

Our thanks also must go to the membership for their support and we hope that the Club will continue to move forward and maintain its reputation as one of the major model clubs in the South East.

We are now more than halfway through our season and I am starting to receive some good pictures of the models, from those of you with digital cameras, to be included in these pages. This is very welcome but if you decide to send me something, could you please compress the files a little, as my steam computer cannot handle large, modern files from the higher resolution cameras very well! Please keep them coming though. Don't forget to grab me down at the pond if I missed getting your latest masterpiece into the pages of KK.

Happy boating. Alan.

Photo Report June Regatta



For Sale and Wanted

First up this issue for sale are a number of marine related books.

American warships of the Second World War ...**£3.00**

Aircraft Carriers...**£4.00** Airwing Enterprise ...**£4.00** The RFA 1905-85....**£3.00**

A Kingston mouldings hull of a single screw tug "Esgarth" Drawings included ..**£40.00**

40Meg, four channel Skysport radio + 6 channel receiver, charger, nicads. Brand new, never used. Model number T4YF. **£80.00**

Robbe Multi switch 8 channel module with Decoder, Numbers F1511 + F1513, fit Futaba F14 radio, **£80.00**

Robbe Multi prop 8 module and Decoder Model numbers F1512 + F1516 fit Futaba F14 – F16 radios...**£80.00**.

Both these units will give 8 channels either switched or servo operated from one spare channel on your radio.

A Mobile Marine package consisting of a Damen 3110 tug hull, Superstructure template pack, 2x Graupner steerable Azimuth units, 2x special 90% servos to control the units and a pair of Graupner speed BB torque 720 motors designed for these units.

A plan for the tug is also included.

£300.00 for the whole package.

A Mobile marine tug hull "Norton Cross", there is no plan for this hull but it is readily available. **£30.00 o.n.o.**

Please ring Ken on Deal **01304 360425** after 7pm please.

Two large yachts have been given to the Club and are for sale to raise some funds, we don't know much about the history of them but they are very well made and big! They were donated by a gentleman who is emigrating and are no longer required. Any reasonable offer would secure.....

We have a new member **Charlie Ferrier** who is looking for a model motor boat, anything would be considered but as he is new to the hobby, a simple 2-channel boat of about 24ins would be preferable.

Let the Editor know if you have anything that might fit the bill so that Charlie can be contacted.

An Ex member, **Don Bridgewater**, is selling his boat. Unfortunately it's a fast electric, so not really suited to our water.

It's a 'Grey Thunder' offshore powerboat, 32ins long and fitted with a Protex race tuned motor and gearbox. There is also a spare race tuned motor, 2 x 7.2 GP turbo pack batteries and the model is fitted with steering servo, speed controller and receiver.

A lakeside workbox and display stand is also included.

Genuine reason for sale, bargain at £100.00, no offers please

Contact Don on **07896 129317**.....

Below, another gem from **Ken!**



Members' new models described

First model to be spotlighted this issue is a fine Lifeboat built by **Barry Smith**.

She is a totally scratchbuilt model of "RNLB Grace Darling", the preserved 'Liverpool Class' that is now housed in the National Lifeboat Collection just up the road from here in Chatham Dockyard.

The model is built from a combination of RNLI plans and Model Plans service ones. It uses the popular plank on frame construction, the planks being of 3/16 balsa on ply frames. The cabin shape was first carved from polyester foam to make a mould which was then fibreglassed over to produce the complex shape. This was then veneered to represent the planks.

Barry admits that he has used mainly model aircraft methods to construct his boat, this stems from many years flying but we have finally converted him!

Fittings are from brass, aluminium and anything else that was to hand, the figures are from the RNLI gift shop and these add to the overall effect, you must have a helmsman in an open boat!

Two 777 motors power the boat controlled by a R/C Line electronic speed controller all linked to a Hi-Tech 4-channel radio system.

There have been several Lifeboats named Grace Darling but this one ON 927 was built in 1954 and served at North Sunderland until 1967, she then joined the relief fleet for a while then spent 13 years at Youghal in Ireland before retiring in 1985.

Always a popular subject, two views of '**RNLB Grace Darling**'

Another pair of pictures, this time of a very neat and tiddly **HMS Newcastle** . This model



has been rebuilt from a wreck by Alan Knott, he has researched the vessel and modelled her as she was in 1979. HMS Newcastle is a Type 42 destroyer, a sister ship of the now infamous HMS Sheffield and Coventry both lost in the Falklands war.



A Type 42 at speed !



Stopped - The Geordie Gunboat!

The model is a Sirmar hull and fittings, twin 385 sized motors propel her nicely through the water as can be seen in the pictures of her taken at our first regatta on April 23rd.



You may think that you have seen this tug model before but it is in fact, a new model from **Roger Shields**.

This is Flying Phantom MkII. The superstructure is the same as his earlier Flying Phantom model and the hull is basically a Bajima hull complete with all the advantages of twin screws and steerable Kort nozzles.

Both of Roger's earlier tug models are now owned by MBA members Alan Hounsell and Peter Cook and the best features of both these models are incorporated into this latest design. As would be expected from Roger, it is packed with electronic switchers, mixers and all the usual sound effects.

The model pictured right is the latest tug model from Denis Wellard.

It is the "Jan" and has been built from the Robbe kit.

The kit comes complete with a huge motor and all the running gear, including the single propeller.

Denis has built this kit into a very attractive model which looks *right* on the water, it has been under construction for several years now, which is unusual for Denis but the result is well worth the wait.



The tug pictured left is a Metcalf Mouldings model called Sea Trojan.

The hull, main deckhouse and funnel are supplied from the company as fibre glass mouldings leaving the builder to construct all the detailed work himself.

Dave Frith is the builder of this model and I photographed it at our Kearsney Kapers meeting in June.

The model is painted in the Aberdeen Harbour Board colours with the AHB logo on the funnel.

The attractive little vessel pictured on the right is also from Metcalf Mouldings, it has fibreglass hull and styrene superstructure with the usual white metal fittings and also

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includes a printed plywood deck. This version has been constructed by **John Wood** and he has renamed her 'Buttercup'. John tells me that the real boat operates on the rivers in USA and is known as a Tug/yacht! It works the rivers picking up small towing jobs to make a living, the rest of the time it's a home.



Club 500 Racing Dover Style

(All photos by Christine Wellard and Ken Booker.)



The sequence shows from top left.

The start.....
they're off,
Heading for the first
buoy,
rounding the markers,
Jostling for position !
And back to start round
two!



Illuminated Event - 31st March 2006

This report has been compiled from information given to me by some members who made it to this event. Unfortunately, I could not get there myself and this is also reflected in the fact that I have no photographs to show you this time.

It was a fairly pleasant evening, dry and not too cold, however, this attracted only four boats on to the water.

The correct lighting of a real or model ship when underway at night is not very interesting, a minimum of lights are shown to indicate a ship's position, this minimum, is all that is required to avoid confusing others that are using the seas. We as modellers though, tend to go over the top and light up just about everything – and why not, it's called 'modeller's licence'.

For these reasons, the judging is a little difficult, do we stick strictly to scale rules or err towards what just looks impressive? The public would probably not even notice a correctly lit model sailing by, but they certainly react with ooh!s and ah!s, when a model appears lit up like a Christmas tree! A reasonable judgement made on the amount of effort put in combined with a degree of reality, normally wins the day. The clock change meant that darkness was a little late in arriving this year, a week earlier next year perhaps! The winner this time was Junior member, Barrie Tripp with his coastguard, Misty.

First 2006 Regatta - April 23

I could almost cut and paste the wording describing how we set up and run our regattas because nothing really changes from event to event, for example we always assemble early, the trolleys are loaded and transported down to the water, then everything is set up. This was the case with our first regatta for 2006.

At one time I counted 50 power boats and 11 yachts either on the water or on the tables this was a very healthy number and very encouraging, let's hope these numbers continue.

I was very impressed by the quality of the work being produced from our junior membership helped by keen and enthusiastic fathers and friends. Two youngsters had each built a model and were sailing them for the first time with us at Kearsney. Alexander Andrews had built a wooden cabin cruiser from his own design. It was very neatly built with varnished ply and a smart paint job, the R/C installation was also neatly done.

Stuart Gallagher had found a rare plastic model of a warship at a boot fair, it was in poor condition but Stuart had managed to get it repaired and working satisfactorily. Both these lads were given advice on how to make their models operate slightly more efficiently and we look forward to sailing with them again soon.

The new oil rig feature was placed in the lake and looked impressive, the helicopter lifts off and lands by remote control. However a jammed micro switch caused the rotors to spin until the batteries ran down, something easy to sort out and just teething troubles!

The entrants for the competition side of the regatta were up slightly on last year apart from the junior towing which attracted only one entrant. There are some superb tugs owned by junior members so let's see them competing and winning some prizes!

The weather was not too kind on us this time, but it didn't prevent us from having a very successful regatta.

Regatta - May 21st

To cancel or not to cancel that was the question. — the weather report for our May regatta gave rain, and rain is what we got.

A decision to go ahead and set up was made early so as not to disappoint those who had turned up despite the forecast and to be fair, we did have a relatively good morning, weather wise.

The purchase of some new, easily-erected gazebos helped to make a speedy set-up and the tables placed under them were soon filled up with models and, later, members sheltering. The steering course set out by our new Scale Secretaries was similar to the old course but spread out more with a lot more running astern involved. This proved to be a problem for

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some modellers but not for our juniors, who handled this part of the course with ease, maybe it was the boat that was the star as some designs just refuse to be controllable when going astern.

The swans, who are clearly agitated at this time of year, swooped in several times landing on the far side of the lake narrowly missing the masts of the yachts that were racing around in that area. The competitiveness of the yachtsmen is something that we on the powerboat scene probably do not fully appreciate. We, apart from the club 500s, operate singly in our competitions, the yachts can get very close to each other during their racing/ I did witness some close combat occurring when rounding some buoys!

All part of the fun, eh!

The rain eventually beat us, so we packed up and stowed by 1500.

Kearsney Kapers 2006 - June 4th

The Kearsney Kapers is our yearly regatta where we invite members of other clubs in our area to join us for a day of fun events.

The day started with excellent weather, which is always a bonus. The early risers soon had all the equipment down to the waterside and the compound was set out.

To help our guests who were beginning to arrive, the trolleys were unloaded and released so that they could be used to get their boats down to the water. Cars are no longer allowed to drive all the way down to the area, which is why the trolleys are available.

On the water itself, all that was set out was the snooker course and the oil rig feature. This was lucky, because we discovered that a rowlock was missing on the dinghy and a makeshift one had to be sorted out. Also, there were some different jobs that needed to be done by committee members who were not used to carrying out these other duties; some lessons were learned!

The tables were soon filled by a vast array of different and interesting models, our guests from Ramsgate Vikings, Maidstone Cygnets, Bluewater and Herne Bay Herons brought along a varied selection which helped us to put on a very nice display, which was enjoyed by the many people who were visiting the Abbey on this warm sunny day.

Three yacht races took place; these were restricted to half hour slots but free sailing was allowed at the same time in the area close to the viewing public.

We managed a demonstration of the helicopter lifting off and landing on the oil rig. This was well received by those who had good eyesight; a suggestion that we move the feature closer to the bank was made and this will be done at the next regatta.

We also managed three rounds of model boat snooker; this is good fun and gets members involved in a competition that is enjoyed by most people. Prizes were given to the winners; young Tom Bartle won two of the heats and Barrie Tripp the other, it is all down to the luck of the dice and again, good eyesight!

Free sailing took up the rest of the day, marker boards with time slots being used as frequency control. It is worth noting that during the day there were nearly 30 frequencies that were not used at all, no names were in those slots all day!

After the customary raffle, those who had a long drive ahead of them left and we started to pack things away. The comments that we received from our guests were complimentary and as usual, they all enjoyed themselves.

Another successful event.

Regatta - June 25th

Not very many members were at the June regatta, I counted 29 boats including the yachts. There was of course the World Cup football on, and England did play that day, and yes, we did win that one!

I have made up a photo report on page two and all these models were in action at this regatta. I have resisted putting captions on the pictures, but there were a few suggestions given to me like “are those large outstretched recovery arms there to remind Len his left from his right?” I have renamed this model the *Preying Mantis*.

The Buttercup model by John Wood was an unusual model that I had not realised was based on an actual vessel, a fuller report can be found in the new models section.

The little fishing boat by Maurice Job is also pictured in that section as is the TID tug that is painted in a nice shade of grey!

All the usual competition events were held with the points adding to the end of year results, we did pack up a little early because of the football but it was another successful day and the weather was kind again.

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And now a reminder !

We still need at least 2 more members to sign up for the Club trip to the International Model Boat Show at Leamington Spa on *November 11th* to make it viable.

Christine Wellard, who is organising the trip for us, will also need all monies outstanding to be paid to her **As soon as possible** please.

The cost is **£24.00** per head and this includes the coach, and entry into the show.

There will be three pick-up points for the coach. Pencester Road, Dover, the Black Bull Pub at Folkestone, and Tesco's at Ashford.

This show is one of the biggest model boat shows to be held in the country and comes highly recommended; all the major manufactures attend so it will also be a good chance to pick up all those hard to find items. And plenty of space in the hold of the bus for those big kit boxes!

Christine's number is 01303 251578. e-mail chrissie26@bulldoghome.com

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Below are pictures of the two boats mentioned in the regatta report for May, they were built and sailed by two of our new Junior members.

On the left is the small plastic warship that was found at a boot fair and converted to R/C by **Stuart Gallagher**.



The picture right is of the freelance motor

cruiser “One Day”, By **Alexander Andrews**. Alexander has called his model this because as he says, it will be finished *One Day*!



I often ask for contributions from the membership that might be of interest to others, this issue I have had a couple of very interesting stories, both marine related.

The first is from **Bob Davis**. He has loaned me a very interesting picture of himself as a member of the crew of the Viking longship "Hugin" rowing up the Thames when he was an apprentice in 1946.

The "Hugin", as I am sure that our members who are also Ramsgate Vikings themselves



will know, is the Viking longship that is now on public display at Pegwell Bay.

Bob was a Thames waterman/lighterman, and has told me of some extremely interesting and exciting things that happened during his time on the river.

The picture on the left shows Bob in the foreground of the picture; there appears to be at least 60 men with him rowing the boat.

The second contribution was given to me by **Elaine Greenland**.

Elaine had heard on the radio a story about a man called Robert McDonald who had built a boat out of ice cream sticks (or lolly sticks). The interesting bit is that he had used **fifteen million** of them! To glue them together had taken two and a half **tons** of glue! Robert, who was at one time handicapped by restricted use of one arm, is attempting to make a crossing of the Atlantic Ocean in the boat to raise money for charity. He is reported to be escorted by other boats during this attempt.

I was given the BBC website to find out more about this story but was unsuccessful in getting into the site, however, it was on the radio 4 Home Truths programme and the charity involved is called the *Sea Heart Foundation*. Lets hope he makes it!

I am sure that Peter Clayton of the Maidstone Cygnets Club would not mind me relating the story he told me about a very interesting happening that had occurred at their Club.

We were talking at the Kearsney Kapers event and he told me what had happened to a friend of mine and fellow model submariner Steve McLaren

Steve had dived his model submarine at Mote Park and it had failed to surface. As he is in the Royal Engineers based at Chatham he contacted the underwater clearance team who agreed to dive and search for the model. First though, they had to get permission from the council who own the lake; they of course wanted insurance papers and a risk assessment before allowing the Army to search, a costly business.

Eventually they got round it by calling it a training exercise and the team made a search and found one sunken model and a submarine! Unfortunately, not the one lost by Steve.

The whole affair created a lot of public interest and a couple of days later, Peter Clayton received a call from a person who said he might have something that belonged to the Club. When asked what, the caller was not very forthcoming.

Was it a model?... Yes... Was it a submarine?... "Might be", said the caller "can you identify the number on it?" At this point, Peter contacted Steve and he gave the caller the correct information and recovered his model. A happy ending; the boat had surfaced itself some time after it had dived, and the chap had found it on the surface.

I myself, once lost one of my models after it failed to surface after a dive at Childe Beale, it was recovered by the Mid Thames Boat Club with a long handled rake. Very embarrassing! In another incident the same model was nearly lost when displaying in the lakes at

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Chartwell, Churchill's home at Westerham, Kent.

Can you imagine what the great man would have said had he known that a German midget submarine had been discovered laying at the bottom of his lake in the grounds of Chartwell!

Some of you may have noticed the little article that was published in July "Model Boats", concerning the collectable model tug that is actually owned by the Club.

I must admit that I had almost forgotten that this piece had been sent to the editor of the Models of Yesteryear section in that magazine; nearly two years has elapsed since then. Unfortunately, I am not in a position to just walk into a London auction house and get it valued as he suggested, so as a result, we still have it. I know that it has been mentioned before in these pages, but should anyone wish to own a piece of model boating memorabilia, come and view it and make an offer.

Spectrum System

Some of you will probably have noticed Alan Hounsell at the June regatta, with his transmitter sporting no visible aerial, the reason being that he is at the moment the only member to have acquired the new synthesised radio control system.

OK, so what does that mean? Well it is a new system that does not require crystals for its frequency control; it operates by using a module that plugs into his radio and a matched receiver in the model.

Alan's system is called the "Spectrum"; it operates on the 2.4Ghz waveband, much higher frequency than the 40Meg that most of us are on. There are 79 available channels that can be used and this system simply locks onto one that is spare when the radio is turned on, if someone else switches on, it will allocate a different channel for them, the transmitter and receiver talk together on the allocated channel.

The advantages of this new system are enormous, no need for frequency control any more, something that we are constantly trying to deal with in the Club. Once purchased, no more expensive crystals to buy (£10-12 a pair), 79 models can be operated together. I know we are good, but we rarely get anywhere near that number of boats on the water at one time.

The human element of perhaps getting mixed up with odd crystals in models/transmitters, or simply showing a flag that does not correspond with what is happening, is removed from the equation.

There is no need for a long aerial in transmitter or model. This has two advantages; on the safety side, no danger of poking anyone in the eye with the aerial, and no need for a golf ball on the end of it! In the boat only a stubby 100mm long aerial is required, better for scale models not having to trail an unsightly wire!

There must be a downside and there is, although 'not a lot' as Paul Daniels might say.

The cost is currently in the region of £160.00 for a module and a receiver; this will obviously reduce as technology moves on. Only certain radio control transmitters can accept a module, these tend to be the more expensive ones. And lastly, and this was discovered at the regatta, there is not enough aerial on the transmitter to clip on the nice new competitor's course map that Ken has been busy producing!

Those of you that might be interested, have a chat to Alan about it, this is the future for radio control frequency.

I have since been told that Vic Jones has also bought this new system and other members are seriously considering purchasing one. Ed.

Model Shop Directory.

Turners Model Shop, 14 London Road Dover, CT17 OTA Tel... 01304 203711.
Our local model shop carries a good range of materials, paints etc. Some kits in stock but can obtain most others within a few days. Discount available on selected items,

Ramsgate Models. 74a Queen Street Ramsgate. CT11 9ER Tel... 01843 584073.
General model shop but carries a good range of model boat kits and accessories. Stockist for Evergreen plastic strips as well as odd sizes of Plasticard sheets and other materials.

Elite Models. Bybrook Barn, Ashford, Kent.

This shop is now established in the Bybrook Barn garden centre at Ashford. It is a general model shop, but does cater for the model boater with a range of kits and accessories, timber and glues. They are radio control specialists with a good selection of equipment and all the relevant hardware.

Weston UK. 84-88, London Road, Teynham, Sittingbourne, Kent. ME9 9OH.
Tel...01795 521030/522020.

This outlet is famous in the Fast Electric field, they also stock a large range of batteries and chargers. Good range of materials and kits etc. Discount of 10% on production of club membership card

The Dockyard Model Shop Chatham Historic Dockyard, Chatham, Kent.
Tel 01634 830404.

The only dedicated model boat shop in our area, situated within the Historic Dockyard at Chatham. Stockists of many well known kits from the major manufacturers and also all the usual bits and pieces needed for their operation. Some second-hand models are also sold from this outlet.

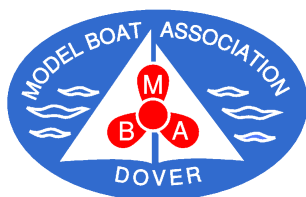
Eileen's Emporium PO box 14753, London SE19 ZZH. Tel. 208771 3366

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



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